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Tuesday, June 1, 1971
Jyaistha 11, 1893 (Saka)

LOK SABHA DEBATES

Second Session
(Fifth Lok Sabha)

सत्यमेव जयते

LOK SABHA SECRETARIAT

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LOK SABHA

Tuesday, June 1, 1971/Jyaistha 11, 1893 (Saka)

The Lok Sabha met at Eleven of the Clock.

[Mr. Speaker *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Construction of Dispersal Line from Dum Dum to Princep Ghat

*181. SHRI JYOTIRMOY BOSU : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state .

(a) whether according to the experts, the Dum-Dum-Princep Ghat dispersal line could be completed at half the estimated cost within two years ;

(b) whether the dispersal line is all the more necessary to facilitate construction of underground Railway ; and

(c) if so, what steps, if any, are being taken in this regard ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) No, Sir.

(b) No, Sir.

(c) Does not arise.

SHRI JYOTIRMOY BOSU : The chaotic traffic in Calcutta is the cause of the social tension in the city. This matter has been pending for the last 23 years. In January, Mr. Gulzari Lal Nanda said that the Soviet team of experts on underground railway system formally submitted a Rs. 120 crore project. Mr. Nanda made a categorical assurance in April, 1970 stating that Calcutta will have an underground railway and construction work on its first phase will be taken up by March 31st, next year. This was announced by Mr. Nanda. In view of this, will the Minister say how soon the actual work will be taken in hand with regard to the scheme for the dispersal of the density of traffic in Calcutta.

SHRI HANUMANTHAIYA : My negative answer does not actually mean that I am negativing the intention of my hon. friend. The way he asked the question attracted that 'No' answer. The Soviet team have recommended this system. So far as Railway Board and Administration is concerned, they have accepted that recommendation. They are undertaking consultations between Railway Administration and Planning Commission. As far as approval of the idea is concerned, this has been done. I am sorry I am not able to fix any date or time-limit. I will be going to Calcutta shortly and I welcome my hon. friend Mr. Jyotirmoy Bosu to assist me.

SHRI JYOTIRMOY BOSU : So, your predecessor Mr. Nanda had no authority to say so.

SHRI HANUMANTHAIYA : I don't contradict my predecessor. In fact, he is one of the most earnest men that we have ever had in the Ministry. Things are moving in that direction.

SHRI JYOTIRMOY BOSU : In this Book demands for Grants, Railways, on page 115, there is an item, item No. 14 for Calcutta. It says about techno-economic feasibility study. Regarding final allocations, we find the amount of Rs. 69,33,000 on item 1 and Rs. 12,96,000 on item 2. Is it meant for any work or for continuing the perpetual processes of survey and acquirement of knowledge by the Railways ?

SHRI HANUMANTHAIYA : That is hardly a question.

SHRI B. K. DASCHOWDHARY : It is

a very important question. In view of the enormous traffic problem in Calcutta, the matter has been debated several times...

MR. SPEAKER : I am not going to allow any preambles.

SHRI B. K. DASCHOWDHURY : I am coming to that. There are two things under discussion. One is the suburban dispersal line, which was sanctioned, and for which an amount of Rs. 35 crores or so was sanctioned in the earlier budget. With your permission, I would like to quote one line from the statement of the predecessor of the present Railway Minister. He said :

> "There will be no postponement of the targets now laid down for completing the final location survey of the suburban dispersal line."

I would like to know from the hon. Minister what has happened to the suburban dispersal line, and whether the final location survey has been completed.

MR. SPEAKER : The question was 'No', 'No', and yet the hon Member is still making supplementaries out of these 'Noes'.

SHRI B. K. DASCHOWDHARY : This is about the suburban dispersal line. The two things under discussion are the suburban dispersal line and the underground or elevated railway or whatever else that might be. I would like to know from the hon. Minister the decision about the underground line and also about the suburban dispersal line which is very important.

SHRI HANUMANTHAIYA : As the hon. Member has correctly mentioned, so far as the dispersal line is concerned, the question has been vetoed. It is a question of the underground or mass transport system and the technical survey thereof. Government can reach a final decision about the time-table of construction only after the project report is received. That is the situation at present.

SHRI B. K. DASCHOWDHARY : Project report for what ? For the underground railway or the suburban dispersal line ?

MR. SPEAKER : Order, order. I am not going to allow arguments during the Question Hour.

SHRI B. K. DASCHOWDHARY : The hon. Minister has mixed up both the things together. One is the suburban dispersal line while the other is the underground or elevated railway.

SHRI HANUMANTHAIYA : It is the hon. Member who has mixed up both the things.

MR. SPEAKER : Let not the hon. Member quarrel now.

SHRI INDRAJIT GUPTA : Is the Railway Ministry of the opinion that the proposed underground or elevated railway, whatever it is, which the Soviet experts have recommended is something which can be counterpoised with the Dum Dum-Princep Ghat dispersal line ? If I am not mistaken ..

SHRI HANUMANTHAIYA : I think that that is also covered ..

SHRI INDRAJIT GUPTA : Let me complete my question first.

Is it not a fact that the proposal of the Soviet experts is for an underground line runningfrom north to south and from east to west within the city itself, whereas the Dum Dum-Princep Ghat dispersal line is only meant to bring the commuters from the outskirts of Calcutta on the north up to the office area ? How are the two counterpoised with each other ? Why should acceptance of the one load to the giving up of the other one ?

SHRI HANUMANTHAIYA : The recommendations so far as this is concerned, are as follows. Construction of mass rapid transit system extending from Dum Dum in the north to Tollygunge to the south is recommended. The intra-city passengers who constitute the bulk of the city traffic will get maximum benifit. The proposed mass rapid transit system will serve even more effectively than the suburban dispersal line the function of dispersal of commuters to the CBD area. When I go to Calcutta, I shall examine that problem.

SHRI INDRAJIT GUPTA : That was an intra-city transport plan, that is, the mass rapid transit system. But may I know

whether the hon. Minister has familiarised himself with the topography of Calcutta to understand the problem...

MR. SPEAKER : He is going there shortly.

SHRI INDRAJIT GUPTA : The Dum Dum-Princep Ghat line has nothing to do with intra-city transport. It is intended to bring people from the outskirts on the north up to the Dalhousie office area by a line along the alignment which already exists in the old port commissioners' railway along this track.

SHRI HANUMANTHAIYA : This is what I have been told. I am not familiar with the topography. I shall do so, when *I go to Calcutta*

SHRI INDRAJIT GUPTA : He has already abandoned schemes without going to Calcutta. First, he has abandoned the schemes, and then he is going to Calcutta.

SHRI HANUMANTHAIYA : It is not a point for dispute. It is the Soviet study team's report which has been accepted. If the dispersal line has been vetoed it has been vetoed. In addition to what the report has recommended, if there is any further issue for consideration, I shall do so. That is what I have said.

SHRI INDRAJIT GUPTA : All right, let him go to Calcutta.

Manufacture of Scooters with Italian Collaboration

*182. SHRI A. K. SAHA : Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) whether Government are negotiating with the Vespa Company of Italy to collaborate in the manufacture of scooters in India in the public section ; and

(b) if so, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN RAJYA MANTRI) (SHRI GHANSHYAM OZA) : (a) and (b). A statement is laid on the Table of the House.

Statement

(a) Yes, Sir.

(b) The Committee of Technical Experts, which had been set up to work out and advice Government on a suitable indigenous design of a scooter and programme of its production in the proposed public sector project, had come to the conclusion that no indigenously developed design of a scooter was readily available in the country, and that the development of a new design of a scooter from the drawing board stage to the stage of production might take about seven to eight years. The Committee had also pointed out that to set up a successful project for manufacture of scooters to cater to both the domestic and international markets, it was necessary that the model selected should be competitive with the best design of the world.

In the light of the findings of the Committee and in view of the growing imbalance between demand and supply of scooters in the country, it was felt that it would not be desirable to wait many years for a completely indigenous design to be developed for meeting the large and growing demand. Accordingly, Government decided to take up in the proposed public sector project a scooter model of a proven foreign design so that production could be established with as little delay as possible. In pursuance of this decision, offers had been invited from interested parties in foreign countries. In response, an offer of collaboration has been received from the firm in Italy manufacturing Vespa scooters.

SHRI A. K. SAHA : In view of technical and credit facilities available in the country, why does Government enter into collaboration with foreign manufacturers for this purpose ?

SHRI GHANSHYAM OZA : If I have heard him correct, I think he means to ask why Government does not encourage small scooter producers by giving them credit. As a matter of fact, we are going in a big way in producing scooters in the public sector. We are trying to encourage scooter producers using indigenous designs also. So many letters of intent have been issued both in the private and public sector.

SHRI A. K. SAHA : Apart from the announced negotiations with an Italian firm of scooter manufacturers for production in the public sector, what steps does Government take to encourage indigenous scooter manufacturers without foreign collaboration ?

SHRI GHANSHYAM OZA : It is the same thing. As I said, we are encouraging the private sector also ; we are eucouraging some public corporations too, because we wants to go on producing scooters on a mass scale to meet the increasing demand. In view of this huge requirement, we want a foreign design which can be put quickly into the market.

SHRI BHAGWAT JHA AZAD : If I am correct in assuming from the statement of the Minister, scooter is not regarded by Government as an item luxury as a piece of bread is, according to the Finance Minister. May I know when the scooter so urgently required as per the statement will be before the public in the country.

SHRI GHANSYAM OZA : It will take three years or so.

श्री सरजू पांडे : यह स्कूटर का मामला छोटी कार की तरह से बहुत दिनों से चल रहा है। मैं जानना चाहता हूं कि क्या यह योजना ड्राप कर दी जायेगी ? अगर इस को प्राइवेट सेक्टर में बनाने का विचार है तो मैं जानना चाहता हूँ कि कौन सी कम्पनी ने इसके लिए अप्लाई किया है और किस स्थान पर इसको बनाने का विचार है ?

अध्यक्ष महोदय : यह इस सवाल के स्कोप के बाहर है।

श्री सरजू पान्डे : उन्होंने खुद कहा है कि हमने प्राइवेट सेक्टर में भी अलाऊ करने का विचार किया है।

SHRI GHANSHYAM OZA : I have said that we want to have it in the public sector. We have entered into negotiations. It is being actively considered and within a period of three years, we are going into production. At the same time, we are encouraging private sector people also as also some corporation of the States in producing indigenously designed scooters in the country.

SHRI K. LAKKAPPA *rose—*

MR. SPEAKER : So Lakkappa is interested in Vespa !

SHRI K. LAKKAPPA : This Government has been making big promises since many years that it would meet the demand for scooters which is very much needed by by the middle—and upper middle-classes in the country. But it is going very slow with the implementation of the promises. That being so, is the Government thinking of making use of technical knowhow available indigenously while simultaneously manufacturing scooters in the public sector/ before some negotiation for collaboration with outsiders. Secondly, they have said that offers have been invited from interested parties from foreign countries. Which are the other countries which are interested in manufacturing scooters in this country ? By what time would the Government be able to meet the demands for scooters in this country by manufacture both in the public and private sectors ?

SHRI GHANSHYAM OZA : About the first part of the question, I would say that we had appointed an expert committee to go into this matter to see whether any indigenous design is readily available for productson. We are advised that it is not possible. Therefore, we went in for foreign collaboration and left the indigenously design to the private sector which is going to produce scooters on a small scale. About the second part of the question, we had offers from two firms, out of which we are considering the offer made by the Italian firm.

Running of Rajdhani Express with Vacant Seats

*183. SHRI S. M. BANERJEE : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether a number of seats in Rajdhani Express go vacant because no passenger is allowed to travel from Kanpur and Mughal Sarai to Calcutta ;

(b) if so, the reasons for sustaining this

loss when the Railways are already having a deficit budget ; and

(c) whether a final decision has been taken to allow passengers to travel from these places to Calcutta ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) No, Sir.

(b) Does not arise.

(c) It has been decided not to book passengers to and from any intermediate stations.

SHRI S. M. BANERJEE : I was assured in this House by his predecessors, Dr Ram Subhag Singh and Shri Nanda that because the train stops there for 11 minutes...

MR. SPEAKER : No introduction. In future I am not going to allow preambles and introductions.

SHRI S. M. BANERJEE : It is a fact that this train stops in Kanpur for 11 minutes and Moghul Sarai for six minutes and still passengers are not allowed to travel from Kanpur or Moghulsarai to Calcutta ? I would also like to know whether this decision has been taken by the Government only because the people of Kanpur are peaceful and do not believe in *dharana* etc. ?

SHRI HANUMANTHAIYA : What the hon. Member says in correct, but the railway administration seems to feel...

SHRI S. M. BANERJEE : You are the Minister.

SHRI HANUMANTHAIYA : I am also in the administration.

They feel that this is a train between these two stations and they are not in favour of issuing tickets at intermediate stations. Besides, even at the start every seat is taken. These are the difficulties.

SHRI S. M. BANERJEE : May I know whether as in the other Express trains, some quota will be allowed to Kanpur and other places where it stops, whatever the quota may be. four or even two. Either the train should not stop at Kanpur. As the people of Kanpur have been denied the quota when the trains stops there for 11 minutes, I would like to know whether this matter will be re-considered.

SHRI HANUMANTHAIYA : The answer is that these stoppages are made only for the purpose of service, watering and other things, but the persuasiveness with which my hon. friend is urging the point makes me say that I will re-think.

Imported Machinery for Power Projects Lying Unutilised

*184. SHRI R. S. PANDEY : Will the Minister of IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRI) be pleased to state :

(a) whether machinery worth crores of rupees imported from abroad for different power projects in the country is lying unutilized ;

(b) if so, the reasons of their utilization ; and

(c) if reply to part (a) above be in the negative the steps taken to properly utilise that machinery on the power projects as per the initial plans ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRALAYA MEN UP-MANTRI) (SHRI B. N. KURREEL) : (a) to (c). A statement containing the requisite information is laid on the Table of the House.

Statement

(a) to (c). There have been delays in respect of four projects in the commissioning of power stations after the receipt of imported generating plant and equipment valued at about Rs. 4.62 crores. The location of these projects, the equipment imported, the reasons for the delay in the commissioning of imported generating plant and equipment and the steps taken to ensure commissioning of the equipment are indicated below :

	Name of Project	Details of equipment imported and value	Reasons for delay	Steps taken
1.	Tura Thermal Project (Assam)	Turbo generators and boilers in respect of 2 units each of 2.5 MW. Value Rs. 42.7 lakhs.	Delay in civil works due to difficult site conditions. Replacement of some of the damaged instruments.	Replacement for the damaged instruments has been ordered and the generating units would be commissioned during 1971-72.
2.	Gauhati Thermal Project (Assam)	Turbo generattor and boiler in respect of one unit of 30 MW Value Rs. 88.31 lakhs.	Damage to boiler tubes and turbine rotor during transit.	Boiler tubes have since been replaced and the turbine rotor is under repairs. The Unit is expected to be commissioned durduring 1971-72.
3.	Jawaharsagar Hydel Project (Rajasthan)	3 turbo gerators of 33 MW each Value Rs. 284.00 lakhs.	Delay in completion of various civil works mainly due to floods in 1969.	Progress has been in the Civil works and it is expected that the first unit would be commissioed during 1971-72 and the remaining two units in 1972-73.
4.	Kuttiadi (Kerala)	3 turbo generators of 25 MW each Value Rs. 42.4 lakhs.	Delay in completion of civil works due to dispute between the contractor and the Elecy. Board.	Civil works have been taken out of the contract and are being completed deparmentally. The units are expected to be commissioned by July, 1971.

SHRI R. S. PANDEY : From the statement, it appears that the position is a very disappointing one. The Government of India has squandered foreign exchange by importing turbine, boilers and such other machines, and some of the boilers were damaged during transit, and some of them have been...

MR. SPEAKER : Please put it in the shape of a question. Frame it into a question.

SHRI R. S. PANDEY : I am referring to the statement which gives certain reasons for this delay. The House is very anxious to know the reasons—

MR. SPEAKER : The House is in possession of the statement.

SHRI R. S. PANDEY : The question is, who is responsible for the delay ; if the machines are damaged during transit, who will be responsible, and what action has been taken, taking into consideration the scarcity of power, of electric power, practically in all the States.

Secondly, foreign exchange to the tune of Rs. 5 crores has been wasted because of the delay and damage in transit. The reasons given in the statement are, a wrong site was selected, and a dispute is going on between the contractor and the Electricity Board. May I know who is responsible ?

The House is anxious to know who is responsible for this, and what is the punishment the Government are going to give him.

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) : I would like to submit that we have imported equipment worth about Rs. 435 crores in all, and equipment worth about Rs. 5 crores is now lying unused because the plants could not be commissioned because of the delay in these four projects. So, strictly speaking, it is not very much, but still, I would not be happy about that, because we are very short of foreign exchange and more than that, we are short of power. Therefore, we must see that we commission as many projects as possible ; and we will try to do that.

The next question that he raised is, who is responsible for this. I wish to submit that all these four projects are State projects, and the State Governments are responsible for seeing that these projects are carried through. I have taken up the matter with the Chief Minister of Assam in respect of two of these projects, namely, the Tura Thermal Project and the Gauhati Thermal Project. Both of them have been delayed very considerably, and so I have written to the Chief Minister of Assam, requesting him to find out who is responsible for the delays in organization and take the necessary steps so that in future such delays do not occur.

SHRI R. S. PANDEY : What special steps are being taken by the Government to see that the equipment is not damaged in transit and the civil work keeps pace with the arrival of the equipment ?

DR. K. L. RAO : What the hon. Member said is very correct. We have set to instal the equipment soon and there should not be any delay. I will try to see that such damage do not occur during transit and that the civil works are kept up. The reasons why we could not start the work in these four projects are : one, the damage in transit which is really regrettable. We should take more careful steps. We are asking the various power stations to make more careful steps in this direction. This occurred at the time of disembarking and embarking. In fact, in one case, even in New York, when one of the machines meant for Dhuvaran was being loaded, it just slipped into the sea. There has been delay on account of such accidents for nearly a year and a half ; it is certainly regrettable. But hereafter, most of these equipment will come from indigenous sources and I hope we will be avoiding such damages. Anyway, we have got to keep up with great vigilance, and...

MR. SPEAKER : Let the Minister's answer be brief.

DR. K. L. RAO ; Yes, Sir. There are delays in the civil works. These delays are due to four factors.

SHRI R. S. PANDEY : Let the Ministry reply also to the point about the dispute between the Electricity Board and the contractor.

DR. K. L. RAO : There are four reasons for the delay. One is, inadequate finance ; second, the contractor's lapses, third, the labour strike ; the fourth reason is, some engineering difficulties that came up during construction. Here, the hon. Member is referring lo Kuttiadi in Kerala in respect of the dispute between the contractor and the Electricity Board.

There has been some trouble between the labour and the contractor and Government could not maintain law and order at that time. There are one or two cases like that occurring in the country. We will be careful and we will ask the various States electricity boards also to be more careful.

DR. RANEN SEN : May I know which are the foreign countries which have exported these generators ? Is it a fact that apart from damage during transit, even before that these generators were defective ? What steps are Government taking to see that such defective generators are not supplied ?

MR. SPEAKER : That is about non-utilisation. It does not arise out of this. I am passing on to the next question. The minister's reply was very detailed.

Appointment of Judicial Member in the All India Income Tax Appellate Tribunal

*185. SHRI N. K. SANGHI : Will the Minister of LAW AND JUSTICE (VIDHI AUR NYAYA MANTRI) be pleased to refer to the reply given to Unstarred Question No. 47 dated the 30th March, 1971 and state :

(a) the guidelines, if any, laid down by

Governwent for the appointment to the post of Judicial Member, Income-tax Appellate Tribunal ;

(b) the number of practising Advocates who appeared before the Selection Committee, State-wise ; and

(c) the consideration which weighed with Government to give preference to the Members of the State Judicial Service in such appointments over the practising Income-tax Advocates of standing who had appeared before the Selection Committee ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (VIDHI AUR NYAYA MANTRALAYA MEN RAJYA MANTRI) (SHRI NITIRAJ SINGH CHAUDHURY) : (a) Persons possessing qualifications as laid down in the Income-tax Appellate Tribunal Members (Recruitment and Conditions of Service) Rules, 1963 and found suitable to hold the post of Judicial Member are appointed ; there are no other guide-lines prescribed by the Government for the purpose.

(b) The State-wise number of Practising Advocates who appeared before the Selection Board is :

1.	Andhra Pradesh	2
2.	Bihar	2
3.	Maharashtra	2
4.	Rajasthan	1
5.	Tamil Nadu	4
6.	West Bengal	4
7.	Delhi	6

(c) No preference has been given by the Government in such appointments to candidates from the Members of the State Judicial Service over the practising Income-tax Advocates of standing.

SHRI N. K. SANGHI : From the statement lain in answer to my previous question, I found that out of 10 persons appointed, two were from advocates and 8 from the judicial service. Since we are appointing judges to the High Court also from advocates, may I know why a different method is being followed for the appointment to the judicial tribunal ? May I know if something is being done in this regard and there are no instructions from the department that persons from the judicial service will get preference over practising advocates ?

SHRI NITIRAJ SINGH CHAUDHURY : The break-up in respect of applications for the post of Judicial Member for recruitment in 1970 was : From profession 82 ; from service 117. These were the number of applications received. 22 persons from the profession and 73 from service qualified for interview. 21 from the profession and 49 from the service appeared before the selection board. Out of them a panel was made, out of which orders were issued for the appointment of 10 persons. Out of these ten, three persons—Shri V. Rajagopalan, Shri S. Basu and Shri Kalyanbrota Roy—did not join.

SHRI N. K. SANGHI : May I know what has made the department take people from the Indian Revenue Service ? Certain persons from the Indian Revenue Service—Assistant Commissioners—have been taken. Has the department made any changes in the guidelines ?

SHRI NITIRAJ SINGH CHAUDHURI : As I said, there are no guidelines. There are recruitment rules according to which recruitment has been made The selection committee in 1970 was headed by Justice J. C. Shah. According to their recommendations, recruitment has been made.

SHRI T. BALAKRISHNIAH : In the advertisement given by the the Government, two posts were reserved for scheduled castes. May I know whether those two posts were filled by scheduled caste members and if so, who are the candidates selected and from which state they were selected ?

SHRI NITIRAJ SINGH CHAUDHARY: I will have to verify and then give this information. I require notice.

श्री बी० पी० मौर्य : बावजूद इस बात के कि शिड्यूल्ड कास्ट्स और शिड्यूल्ड ट्राइब्ज की आबादी देश में 23 सैकड़ा के करीब है, इनकम टैक्स ऐपिलेट ट्रिब्यूनल में शिड्यूल्ड कास्ट्स का केवल एक जुडिशल मेम्बर है और शिड्यूल्ड ट्राइब्ज का एक भी नहीं है। इस दशा में क्या मंत्रालय इस ओर कुछ विशेष ध्यान दे रहा है

कि शिड्यूल्ड कास्ट्स और शिड्यूल्ड ट्राइब्ज को प्रापर रिप्रेजेन्टेशन मिल सके ? इस पद के लिए जो कम से कम योग्यता चाहिए, उससे कहीं अधिक योग्यता वाले शिड्यूल्ड कास्ट्स और शिड्यूल्ड ट्राइब्ज में सैकड़ों की तादाद में मौजूद हैं ।

श्री नीतिराज चौधरी : विज्ञापन देकर आवेदनपत्र मंगाए जाते हैं और जिन लोगों के आवेदन आते हैं, उनको इंटरव्यू के लिए बुलाया जाता है । उनमें से योग्यता के अनुसार नियुक्ति की जाती है । यदि शिड्यूल्ड कास्ट्स और शिड्यूल्ड ट्राइब्ज के लोगों के आवेदन आते हैं और उनके लिए स्थान सुरक्षित होते हैं, तो उपयुक्त होने पर अवश्य उनकी नियुक्ति की जाती है ।

श्री बी० पी० मौर्य : इस समय केवल एक जुडिशल मेम्बर है । उनके पास मिनिमम क्वालिफिकेशन होती है, लेकिन आप लेते नहीं हैं । यू आर प्रेजुडिस्ड । आप सिलेक्शन कमेटी में शिड्यूल्ड कास्ट्स के लोग रखिए । जब वे यहाँ चुन कर आ जाते हैं, तो वहां क्यों नहीं आ पाते हैं ? You cau have the law-makers but you cannot have those who can be appointed. I feel pity at this approach.

Paper Production

*186. SHRI S. R. DAMANI : Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) whether the All India Small Paper Mills Association has submitted a memorandum to the Government outlining a crash plan for increasing paper production in the country ; and

(b) whether Government have examined the proposals and if so, the decision taken thereon ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN RAJYA MANTRI) (SHRI GHANSHYAM OZA) : (a) and (b). A Statement is laid on the Table of the House.

Statement

(a) Yes Sir.

(b) Main proposal made by the All India Small Paper Mills Association.	*Government's decision*
(i) Setting up of Small Paper Units with imported second hand machinery.	(i) While Government would like to give all possible assistance to small paper mills the import of second-hand paper plants has to be generally discouraged.
(ii) Enhancement of Excise Relief.	(ii) The Government will examine their case for further excise relief on receipt of their balance sheets and other relevant data to be submitted by them.
(iii) Setting up of a Central Pulp Unit by the Hindustan Paper Corporation in the Public Sector to meet the requirements of the Small Paper Units.	(iii) The existing commitments of Hindustan Papar Corporation vis-a-vis its present resources do not permit the Corporation to undertake establishment of a Central Pulp Unit for small paper mills. The Small Paper Mills have therefore been advised to form into a co-operative to set up a pulp unit in the Joint Sector.

SHRI S. R. DAMANI : According to the statement the entire matter is still under consideration. The memorandum was submitted nine months back. According to that memorandum 4 lakhs tons of pulp can be produced if only foreign exchange to the tune of Rs. 7.5 crores is released for import of machinery. When there is shortage of paper why is the Government taking so much of time in taking a decision ?

SHRI GHANSHYAM OZA : We are helping the small units in our own way. It is true that we cannot fulfil all their demands. For example, they say that they should be allowed to import second-hand machinery. We do not encourage the import of second-hand machinery. When the import of pulp is absolutely necessary we make some exception here and there. Then they say that the Hindustan Paper Corporation should reserve some pulp for the small industries. We requested them to put up a plant of their own in the co-operative sector. Because of the commitments already made, we are sorry we would not be able to establish a pulp unit the public sector for them.

SHRI S. R. DAMANI : A paper pulp plant will require a foreign exchange of only Rs. 5 crores whereas now we are spending a huge amount on import of pulp. Could the government not allow the import of a plant for which we require only Rs. 5 crores ? If the government do not want the import of second hand machinery, would they allow the import of new machinery ?

SHRI GHANSHYAM OZA : There was no request for import of new machinery. The request was for importing second-hand machinery, which was not acceptable to the government. Regarding the import of pulp, we do allow import of some quantity for the small units.

SHRI D. BASUMATARI : Is it not a fact that the Committee of Scheduled Castes and Scheduled Tribes recommended that there should be one member belonging to them in every Committee set up by the Government and that was accepted by the Government ?

MR. SPEAKER : This question is about paper production.

SHRI D. BASUMATARI : I am coming to that.

MR. SPEAKER : I am sorry. I cannot allow that.

SHRI BHAGWAT JHA AZAD : He would gradually be coming to that.

MR. SPEAKER : I do not believe he will come to that.

SHRI S. R. DAMANI : Sir, My question has not been answered. I want to know whether it is feasible or not.

SHRI GHANSHYAM OZA : May I inform him

MR SPEAKER : He may do it privately. Otherwise, it is very difficult to convince him in this House.

Where are you coming now ?

SHRI D. BASUMATARI ? The Government has already accepted that recommendation In view of this, what steps has Government taken to ask the State Governments to implement this ?

MR. SPEAKER · I think, you are still on the last question

श्री अचल सिंह : क्या मन्त्री महोदय, बतायेंगे कि बक्त कागज के दाम जो बहुत बढ़ गये हैं, उनको कन्ट्रोल करने के लिए, या उनको सस्ता करने के लिए, वह क्या तरकीब कर रहे हैं ?

SHRI GHANSHYAM OZA : We are not only aware but are painfully aware that the prices are not under control but we have got an *ad hoc* committee which looks after all these things. We are trying to regulate the supply and the prices also.

श्री अटल बिहारी वाजपेयी : क्या यह सच है कि सरकार ने कागज बनाने वाली मिलों को कागज का दाम बढ़ाने की छूट दी है ; यदि हां, तो वह छूट कितनी है और उसके परिणाम-स्वरूप कागज के उपभोक्ताओं पर कितना बोझ पड़ेगा ?

SHRI GHANSHYAM OZA : There is no statutory control over the prices of paper ; it is governed through *ad hoc* bodies, and it is regulated through a gentlemen's agreement.

SHRI ATAL BIHARI VAJPAYEE : My question has not been replied to. I know that there is no statutory control. I wanted to know whether the Government had allowed paper mills to increase the price of paper, maybe *ad hoc*.

SHRI GHANSHYAM OZA : There has been some increase, no doubt. As I said, I am painfully aware that the prices have gone up.

SHRI NIHAR LASKAR : In view of the acute shortage of paper in the country I would like to know whether Government has come to a final decision regarding the proposed paper mills in Cachar District and Hozoi in Assam ?

SHRI GHANSHYAM OZA : We are putting up a paper plant in Assam and in Nagaland for production of pulp and paper.

उत्तराखण्ड में सिंचाई तथा बिजली के उत्पादन के लिये बांध का निर्माण

*187. श्री नरेन्द्र सिंह बिष्ट : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्र सरकार ने उत्तराखंड में सिंचाई तथा बिजली के उत्पादन के लिए एक बांध का निर्माण करने की कोई परियोजना तैयार की है ; और

(ख) यदि हां, तो इस सम्बन्ध में नवीनतम स्थिति क्या है ?

सिंचाई और विद्युत मंत्रालय में उपमंत्री (श्री बैजनाथ कुरील) : (क) और (ख). विवरण सभा पटल पर रखा जाता है ।

विवरण

उत्तराखण्ड में 17.7 करोड़ रुपये की अनुमानित लागत की मनेरी जलविद्युत परियोजना जिसमें 105,000 किलोवाट क्षमता का प्रतिष्टापन परिकल्पित है, पहले से ही उत्तर प्रदेश सरकार द्वारा निर्माणाधीन है ।

उत्तर प्रदेश सरकार ने इस क्षेत्र में निम्नलिखित लघु-जल-विद्युत परियोजनायें भी स्थापित की हैं :—

	क्षमता किलोवाट
तैजम जलविद्युत	10
चमोली जलविद्युत	600
बदरीनाथ जलविद्युत	30
पीपलकोटी जलविद्युत	5
सिमली जलविद्युत	5
उत्तर काशी जलविद्युत	600
भावुधारी जलविद्युत	50

उत्तर प्रदेश सरकार जैसा कि नीचे दिया गया है, इस क्षेत्र में कुछ और जलविद्युत परियोजनाओं का भी अनुसंधान कर रही है :—

स्कीम	प्रस्तावित क्षमता (मेगावाट)
हनुमान चट्टी-पाण्डु केसवार	25
विष्णु प्रयाग	200
तपोवन-विष्णु प्रयाग	138
विष्णु प्रयाग-पीपलकोटी	100
बेवाला-नन्द प्रयाग	80
नन्द प्रयाग-लंगासू	40
धौली गंगा	120
लोहारी नाग	75
गवीरी	90
भटवारी	50
लता	45
उत्तर काशी	130
धरासु	32

उत्तराखण्ड की स्वीकृति बृहत् और मध्यम सिंचाई परियोजनाओं से सिंचाई के लिए उपयुक्त नहीं है ।

श्री नरेन्द्र सिंह बिष्ट : अध्यक्ष महोदय, जो स्टेटमेंट सभा-पटल पर रखा गया है, वह तो मैंने देखा नहीं है । उसको देखे बिना मैं सवाल कैसे कर सकता हूं ? मेरे घर पर कोई कागज नहीं आया है ।

अध्यक्ष महोदय : इन सवालों के जवाब नोटिस आफिस और लाइब्रेरी में रख देते हैं । माननीय सदस्य अपने सवालों के जवाब वहां देख सकते हैं ।

श्री नरेन्द्र सिंह बिष्ट : क्या यह सत्य नहीं है कि मंत्री महोदय पंचेश्वर डैम पर गये थे और उन्होंने यह घोषणा की थी कि पंचेश्वर डैम का साइट हिन्दुस्तान में सब से उत्तम साइट है ; यदि हां, तो क्या कारण है कि उस डैम का काम बहुत धीमी गति से चल रहा है ? जहाँ तक टेहरी डैम का सम्बन्ध है, उसके लिए 200 करोड़ रुपये मन्जूर हो चुके हैं । मैं यह जानना चाहता हूं कि उसके काम में क्या प्रगति हुई है ।

THE MINISTER OF IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRI) (DR. K. L. RAO) : The question was with reference to Uttarakhand. Both these projects are outside Uttarakhand ; that is why I did not give the information in the statement. Uttarakhand consists of only three districts—Uttar Kashi, Chamoli and Pithoragarh. But I will answer the question.

MR. SPEAKER : I am nowhere in the picture. The Minister is keen to answer the question.

DR. K. L. RAO : The hon. Member has asked a few questions. About Pancheshwar, it is a very good site. I have been there. It is an excellent one. But, unfortunately, the river Sharda is a boundary river between Nepal and India. We have got to get consent from Nepal. We are in correspondence with them. Nothing has been settled as yet. Otherwise, if it is a very good site. It has a potentiality of 2 million KW of power. It is a very good project. As regards the Tehri project at a cost of Rs. 200 crores, nothing has been allotted to it. I wish something were allotted to it. I am going tonight to inspect the dam site. I hope, we will take it up shortly.

श्री नरेन्द्र सिंह बिष्ट : क्या सरकार बताएगी कि अगर नेपाल से कोई समझौता नहीं हुआ इस मामले में तो काम वहां चालू कैसे है ?

DR. K. L. RAO : It is an international river. One has got to be patient and discussions have to be held.

श्री इसहाक सम्भली : मैं जानना चाहता हूं कि यह टेहरी डैम की योजना बहुत पुरानी योजना है, गालिबन दस बारह साल पुरानी है, इसके बारे में कई बार फैसले भी हो चुके हैं कि यह बनाया जाएगा, उसके लिए पैसे का भी कुछ एलाटमेंट हुआ था तो सरकार को टेहरी डैम बनाने में क्या दुश्वारी पेश आ रही है ? क्या यह सही है कि टेहरी डैम इसलिए अटका हुआ है कि राजमाता टेहरी गढ़वाल ने इस बारे में आबजेक्शन किया है ? उनका कहना है कि मेरा नगर इसमें डूब जाएगा इसलिए यह न बनाया जाए और इस वजह से सरकार इसको खटाई में डाले हुए है ?

DR. K. L. RAO : I am afraid, the Rajmata need not be referred to here. But it is true that a beautiful town will be completely submerged when the dam is constructed. But that has not been the overriding consideration. The main difficulty is that we have got to have a very high dam and that is why the project has got to be considered carefully. We are going to try to settle that shortly.

श्री बैगुली : 12 वर्ष से टेहरी शहर के विकास की सारी प्रगति रुकी हुई है सिर्फ इस वजह से कि डैम बनना है, तो क्या मंत्री महोदय बतायेंगे कि भारत सरकार द्वारा या प्रान्तीय सरकार द्वारा इसके बारे में क्या आश्वासन दिए गए हैं ?

DR. K. L. RAO : It is true that development in Tehri town has been stopped because it was doubtful whether we will be submerging the town or not. I think, very likely, the project is going to taken up and the town has got to be submerged. We cannot help it.

Survey for Coastal Railway from Ernakulam to Quilon via Alleppey

*189. SHRI M. K. KRISHNAN : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) the total expenses for the survey to construct coastal Railway from Ernakulam to Quilon *via* Alleppey ;

(b) when the survey is likely to be completed ; and

(c) whether Government propose to start the construction work as soon as the survey report is received.

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) The estimated cost of traffic survey is Rs. 83,324/-.

(b) The survey will be completed by 31-8-1971.

(c) Not practicable, as the report has to be examined and decision taken.

SHRI M. K. KRISHNAN : Taking into consideration the fact that the foreign exchange earning traditional industrial products of Kerala, like cashew and coir products, could be easily and cheaply sent to Cochin Port and exported from their to foreign countries of this Railway line materials, will the Government assure this House that construction of line through the coastal area *via* Alleppey will be taken up ?

SHRI HANUMANTHAIYA : No assurance can be given.

SHRI M. K. KRISHNAN : In view of the fact that Kerala has very little railway line, will the Government give top priority to this line.

SHRI HANUMANTHAIYA : In my budget speech I have met the needs of Kerala to some extent by proposing conversion of metre gauge line from Cochin to Trivandrum. This line which he is proposing is a parallel one. If that conversion takes place, this will become superfluous.

SHRI CHANDRAPPAN : The Minister in his last speech on the Railway Budget told that he will give special priority to the needs of Kerala in regard to railways. Not a single new rail line has been constructed there in Kerala for the last 15 years. Not a single kilometre of railway line has been constructed. Is it not a fact to show that Kerala is being neglected in this matter too ? I would like to know whether the Government would give top priority for constructing this line from Quilon to Cochin considering the industrial significance of that area.

SHRI HANUMANTHAIYA : He has to understand that this line would be a parallel line. I have already said about the conversion taking place. Will there be enough traffic for two lines within a distance of 20 miles ? I don't think so. This line he mentions is not a new line in the sense that there is no railway line in the area. This will be a parallel line.

SHRI CHANDRAPPAN :—*rose*.

MR. SPEAKER : You cannot get anything more out of the Minister !

SHRI CHANDRAPPAN : I want to know whether it is not a fact that there is not even a single kilometre of railway line constructed in Kerala for the past 15 years ?

MR. SPEAKER : Mr. Prabodh Chandra—Question 190, Member absent. Also, Members absent in regard to Questions 191 to 194. We pass on to Question No. 195.

Dispute on Bansagar Dam Project, Madhya Pradesh

*195. SHRIMATI BIBHA GHOSH : Will the Minister of IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRI) be pleased to state :

(a) whether the attention of Government has been drawn to the dispute arising between Bihar and Madhya Pradesh Governments about the construction of Bansagar Dam Project in Madhya Pradesh ;

(b) if so, the main points of the dispute ; and

(c) the steps taken by Government to settle the dispute ?

THE MINISTER OF IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRI) (DR. K. L. RAO) : (a) to (c). A statement is laid on the Table of the House.

Statement

(a) to (c). The Madhya Pradesh Government have sent the Bansagar Project for acceptance by the Planning Commission for inclusion in the developmental plans of Madhya Pradesh.

The Government of Bihar have protested against the Bansagar Project as proposed by the Government of Madhya Pradesh involving diversion of the Sone waters to the Tons river, on the ground that it will affect the large irrigation system in Bihar from the Sone Lower down where the position of supplies is stated to be already critical.

The Government of Uttar Pradesh have been urging that the Bansagar Project is the only source of irrigation to the famine stricken plateau areas in Mirzapur district and that the Bansagar Project proposed by the Madhya Pradesh Government should be modified to make provision for irrigation in this area also.

Efforts are being made by engineers of the Central Government in consultation with engineers of Madhya Pradesh, Uttar Pradesh and Bihar Governments to evolve revised proposals for the Bansagar Project which might be acceptaple to all the three States.

SHRIMATI BIBHA GHOSH : May I know the volume of water the proposed dam will Contain and whether the dam will dry up some of the rivers in Bihar ?

DR. K. L. RAO : Exact quantity of water varies from place to place. I don't know at what point the hon. Member wants this information. The river Sone passes through 3 States, Madhya Pardesh, U. P. and Bihar. We should know the requirements of various States before we take up the project.

SHRI D. N. TIWARI : Has any representation been made by the Bihar Government about this project ? If so, what is it that they have asked for ?

DR. K. L. RAO : The Bihar Government has even passed a resolution in the Assembly that the project in Madhya Pradesh should not be taken up, and the other States have also sent representations. But whenever three States are concerned, we must first discuss with all the three States and try to arrive at a solution which is acceptable to all.

श्री रामदेव सिंह : क्या भारत सरकार ने उत्तर प्रदेश और बिहार की सरकारों के मंत्रियों के साथ बैठ कर इस सम्बन्ध में कुछ निर्णय किया है ?

DR. K. L. RAO : Not yet ; at the moment, the matter is being discussed between the engineers, and I hope to call a meeting of the Chief Ministers in the next one or two months.

श्री नाथूराम अहिरवार : अभी जितनी भी मध्य प्रदेश की योजनायें चलती हैं उन में हमेशा अड़ंगा डाला जाता है और उन्हें खटाई में डाल दिया जाता है जैसे कि वह नर्मदा बांध योजना ट्रिब्युनल में दे दी है। मैं जानना चाहता हूं कि बाण सागर योजना को जिसे कि मध्य प्रदेश सरकार ने प्रारम्भ कर दिया है तो क्या उस योजना को भी केन्द्रीय सरकार खटाई में डालने जा रही है ?

अध्यक्ष महोदय : माननीय सदस्य नें तो क्वैश्चन को और भी कम्प्लीकेटैड कर दिया।

Economic Recovery of West Bengal

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*197. SHRI VISHWANATH JHUNJHUNWALA :
SHRI SAMAR GUHA :

Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) whether Government have initiated any plan for economic recovery of West Bengal ;

(b) if so, the different schemes that have been drawn up ; and

(c) the time by which that scheme will be put into effect ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIC VIKAS MANTRALAYA MEN RAJYA MANTRI) (SHRI GHANSHYAM OZA) : (a) yes, Sir.

(b) A statement is laid on the Table of the House.

(c) Some of the measures have already been put into effect and there is no time-limit as such fixed for putting into effect other measures.

Statement

(b) The following steps have been taken/are being taken to improve the industrial and economic climate in West Bengal :

(i) Government of India have recently set up the Industrial Reconstruction Corporation of India Ltd., with headquarters at Calcutta, mainly with a view to tackling the financial and other problems of industrial units in the country, particularly in West Bengal, to begin with. The paid-up capital of the Corporation would be Rs. 10 crores. It will deal with the problems relating to rehabilitation of sick and revival of closed industrial units.

(ii) Government of West Bengal have sanctioned a package of incentives such as refund of sales-tax, interest free long term loans, refund of entry taxes in specified cases and assistance from the State Financial Institutions for the sick/closed units.

(iii) Provision has been made in the Import Policy for 1971-72 for advance allocation of imported raw materials to closed industrial units in West Bengal, to enable them to re-start their manufacturing activities.

(iv) Government are also examining certain measures with a view to developing the Haldia/and Calcutta Metropolitan area in order to improve the industrial climate there.

(v) 8 Districts have been selected in West Bengal for purposes of giving concessional finance from financing institutions to industries started there. One of these districts viz. Purulia is eligible for 10% Central grant/subsidy on the fixed capital investment for industries located there.

SHRI BISHWANATH JHUNJHUNWALA : The economy of West Bengal is on the verge of collapse and more than 124 industrial units remain closed down. The unemployment figure has crossed the 2 million mark and the production in the existing units has not been up to the mark at all. I would, therefore, ask the hon. Minister what steps Government have taken to get the closed units opened, and to bring about industrial peace in the State.

SHRI GHANSHYAM OZA : All possible steps are being taken. We have recently up an Industrial Reconstruction Corporation of India, which is specially looking after such units in Calcutta and West Bengal.

SHRI BISHWANATH JHUNJHUNWALA : May I know what Government have done to save the industries from the existing power famine ?

SHRI GHANSHYAM OZA : That question is also being looked into with the State Government.

SHRI SOMNATH CHATTERJEE : May I know whether any particular scheme has been evolved for the purpose of employment of the engineers who are now unemployed in West Bengal, and if so, what that scheme is ?

SHRI GHANSHYAM OZA : There is no particular scheme, but in a general way, they will be helped.

SHRI S. M. BANERJEE : My hon. friend has raised a very pertinent question about the closure of industrial units in West Bengal. I would like to know whether any meeting has been held with the employees either by the hon. Minister of State or his colleague the Labour Minister, to see that all the industrial units are opened, so that the growing unemployment problem in Calcutta and other places comes to an end ;

SHRI GHANSHYAM OZA : Many meetings have been already held not only by the Central Ministers but also by the State

Ministers. A high-level committee has also been appointed under the chairmanship of Shri K. C. Pant, which is also going into these details.

SHRI P. VENKATASUBBAIAH : From the statement, we find that some steps have been taken to improve the economic and industrial climate of West Bengal. Can this be done in view of the deteriorating law and order situation in the State ? If not, what steps do Government propose to take in consultation with the West Bengal Government to first restore law and order ?

MR. SPEAKER : It is a hypothetical question—not allowed.

SHRI B. K. DASCHOWDHURY : In para 5 of the statement, it has been mentioned that 8 districts have been selected in West Bengal for giving concessional finance. Which are these 8 districts ?

SHRI GHANSHYAM OZA : One is Purulia. As for the rest, I require notice.

SHRI JYOTIRMOY BOSU : Is it a fact that industries dependent on items of raw material whose distribution is controlled are suffering from shortage of such raw material ? If so, what remedial measures are proposed to be taken to give them their full requirements of these raw materials ?

SHRI GHANSHYAM OZA : As has been pointed out in the statement, provision has been made in the import policy for advance allocation of imported raw materials.

SHRI INDRAJIT GUPTA : With reference to the same part of the statement, does this advance allocation of imported raw materials imply any priorities also because in this very House in the last session, Shri Moinul Haque Choudhury stated explicitly that as far as the question of allocation of steel was concerned—because a very large number of the units closed are in the engineering industry—priority would be given and advance allocation could be made ? But does it imply that priority of actual supplies will be forthcoming, because we know that these industries are lying closed and every time it is said that steel is not available ?

SHRI GHANSHYAM OZA : Is the reference to indigenous steel or imported steel ?

SHRI INDRAJIT GUPTA : Imported steel.

SHRI GHANSHYAM OZA : Imported raw materials of which advance allocation is made perhaps include steel also.

SHRI INDRAJIT GUPTA : Does allocation include priority of actual supply ? Advance allocation means nothing.

SHRI GHANSHYAM OZA : How can there be advance allocation in that sense ?

SOME HON. MEMBERS *rose*—

SHRI D. D. DESAI : For clearance of all Questions, I suggest that firstly answers be given to the members tabling the questions. The surplus time left may be aportioned to further questions on questions and replies to other Members.

MR. SPEAKER : I quite agree.

SHRI R. V. BADE : How much more does Government propose to invest because the West Bengal Chief Minister has asked for Rs. 100 crores for investment in the industrial development of West Bengal.

SHRI GHANSHYAM OZA : The Industrial Reconstruction Corporation has been set up to look into these things.

चण्डीगढ़ में पाये गये मतपत्रों की जांच

*198. **श्री अटल बिहारी वाजपेयी :** क्या विधि और न्याय मन्त्री यह बताने की कृपा करेंगे कि :

(क) चण्डीगढ़ में बड़ी संख्या में पाये गये मत-पत्र के बारे में कराई जा रही जांच के परिणामों का पूरा ब्यौरा क्या है ; और

(ख) क्या यह सच है कि रद्दी कागज के ठेकेदार की ओर से आधे से ज्यादा उक्त मतपत्रों को रेल के माल डिब्बों में मध्य प्रदेश की एक कागज मिल को भेजा गया था ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (VIDHI AUR NYAYA MANTRALAYA MEN RAJYA MANTRI) (SHRI NITIRAJ SINGH CHAUDHARY) : (a) and (b). A statement on the results of the enquiry conducted into the surplus ballot papers found in Chandigarh, has already been made in the House on 29.3.1971 in reply to a Calling Attention Notice by S/Shri Jyotirmoy Bosu and others. At the time of the enquiry by the Deputy Election Commissioner (Shri P. I. Jacob) at Chandigarh on 26.3.71, it was alleged that some waste papers suspected to include ballot papers had been despatched from Chandigarh to Mandi Deep Paper Mills, Sehore, near Bhopal, by two railway wagons and a request was made that these wagons should be intercepted and examined. Accordingly, the wagons were redirected to Chandigarh, opened and their contents inspected on 13.5.71 in the presence of Shri Sri Chand Goel, Ex. M.P., Shri Hit Ablashi, General Secretary, Punjab Jan Sangh, and Shri K. L. Manchanda, General Secretary, Jan Sangh, Chandigarh, and Shri Sham Lal Gupta, President, Territorial Congress, Chandigarh, and others. As a result of the Inspection, only 354 whole ballot papers of six different parliamentary constituencies were found in the two wagons. Only some of these ballot papers were numbered. Besides these 354 ballot papers, 813.45 Kilograms of ballot papers cuttings (*i.e.* ballot papers cut into small pieces) were also found in the two wagons. All these ballot papers and cuttings are stored in safe custody in the Civil Defence Control Room at Chandigarh under the seals of the Chief Electoral Officer, Chandigarh and the Jan Sangh Party.

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, मन्त्री महोदय ने जिस वक्तव्य का हवाला दिया है वह पिछली बैठक में दिया गया था और उसके बाद कुछ नये तथ्य सामने आये है जिनकी जांच होनी आवश्यक है। क्या मन्त्री महोदय बतायेंगे कि यह जो बैलट पेपर जिन्हें फालतू कहा जाता है उन पर सीरियल नम्बर किस तरह से लगाया गया। विधि मन्त्री ने कहा था कि बैलट-पेपर इसलिए ज्यादा छापे जाते हैं क्योंकि कई कांस्टीटुएन्सी के साथ छापे जाते हैं और किसी में कम बैलट पेपर होते हैं तो किसी में ज्यादा लेकिन जब सीरियल नम्बर लगाने का वक्त आता है तो हर एक कांस्टीटुएन्सी में कितने बैलट पेपर देने हैं उसका विचार करके लगाए जाते हैं। मैं जानना चाहता हूँ क्या जांच से यह पता लगा है कि सीरियल नम्बर कहां लगाये गए और कब लगाए गए ?

श्री नीतिराज सिंह चौधरी : सीरियल नम्बर लगाने के लिए टाइप हाई नम्बरिंग मशीन का उपयोग किया गया है। इस मशीन को प्रिंटिंग फ्रेम के ऊपर बैलट पेपर के साथ फिट कर दिया जाता है और जैसे बैलट पेपर छपता है उसके साथ नम्बर भी छपता है। कभी-कभी यह मशीन स्लिप कर जाती है तो नम्बर रह जाता है या कभी उसका नम्बर जाम हो जाता है तो नम्बर एक बार से अधिक छप जाता है। जैसे ही यह गलती देखी जाती है तो उनको निकाला जाता है और उनको कैंसिल करके फिर से छापा जाता है। इस कारण से इसमें जो कुछ गलती हुई है, इस टाइप हाई नम्बरिंग मशीन लगाने की वजह से हुई है और उसकी जांच हो रही है।

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, यह बहुत महत्वपूर्ण मामला है, मुझे एक प्रश्न और पूछना है।

मन्त्री महोदय ने अभी कहा कि नम्बरिंग की मशीन उसके साथ में लगी रहती है जहां बैलट पेपर छपते है। विधि मन्त्री ने कहा था कि बैलट पेपर इसलिए ज्यादा छापने पड़े है क्योंकि कई कांस्टीटुएन्सी के बैलट-पेपर एक साथ छपते है। लेकिन क्या यह सच है कि जो बैलट पेपर पाये गए हैं उनमें 12 हजार सीरियल नम्बर के बैलट पेपर भी हैं। मैं पूछना चाहता हूं कि 12 हजार, 13 हजार सीरियल नम्बर के बैलट पेपर फालतू कैसे हुए क्योंकि फालतू वह होने चाहिए जो लाखों के ऊपर जायें ?

श्री नीतिराज सिंह चौधरी : मैंने अभी

उत्तर दिया कि टाइप हाई नम्बरिंग मशीन जो लगाते हैं उसमें कभी नम्बर जाम हो जाता है तो वही नम्बर अनेक बार छप जाते है। इसलिए सम्भव हो सकता है कि जिस नम्बर को माननीय सदस्य रेफर कर रहे हैं वह एक बार से अधिक छप गया हो।...(व्यवधान)...

श्री अटल बिहारी वाजपेयी : इसमें एक नम्बर का सवाल नहीं है, हजारों नम्बर ऐसे हैं जोकि 12 हजार से लेकर 20 हजार तक हैं तो ये नम्बर कैसे आये—क्या फिर से इसकी जांच करायेंगे ?

श्री नीतिराज सिंह चौधरी : जांच चालू है। कन्ट्रोलर आफ प्रिंटिंग, चन्डीगढ़ इसकी जांच कर रहे हैं।

अध्यक्ष महोदय : क्वैश्चन आवर खत्म हो गया।

WRITTEN ANSWERS TO QUESTIONS

Rise in price of bricks due to Coal shortage

*190. SHRI PROBODH CHANDRA : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether he is aware that because of the non-availability of wagons for coal distribution, there is an acute shortage of coal, specially the coal used in the brick kilns resulting in large scale unemployment and rise in price of the bricks ; and

(b) the steps proposed to be taken by Government to remedy this situation ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) There has been a general drop in coal loading from Bengal and Bihar fields during 1970-71 as compared to the previous year. This Ministry is not, however, aware of any large scale unemployment and the rise in price of bricks or the reasons thereof.

(b) The Railways have all the resources to meet the existing demands of coal transport from Bengal and Bihar fields. The drop in the supply of wagons has, mainly been on account of the poor law and order conditions and such miscreant activities as large scale thefts of wagon fittings, over head traction wires, telecommunication cables, track materials etc. victimisation of passenger and goods trains. assaults and murders of Railway staff, lightning and prolonged strikes by Railway staff, looting and arson of railway property at stations and offices, bomb attacks at stations, yards and colonies, bundhs hartals and other stoppages of work paralysing railway operation, and many other such anti-social activities.

On their part, the railways have strengthened their own Protection Force in the area to the maximum extent possible. Closest possible coordination is being maintained by the Railway authorities at all levels with the State Government of West Bengal to enable them to deal with such activities effectively. They have been requested at the highest level to take firm and effective steps to restore normalcy in railway working in the area. Recently, the situation was also reviewed at a specially convened meeting by the Rail Mantri with State and Central Ministers concerned. There has, however, been no improvement in the situation so far.

रेलवे बोर्ड द्वारा व्यक्तियों और संस्थाओं को निःशुल्क पास दिये जाना

*191. श्री रामावतार शास्त्री : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे बोर्ड ने पहले, दूसरे और तीसरे दर्जों में यात्रा करने के लिये कुछ व्यक्तियों और संस्थाओं को निःशुल्क पास दिये थे ;

(ख) यदि हां, तो ये व्यक्ति और संस्थायें किस श्रेणी के हैं तथा उन्हें किस-किस दर्जे के लिये निःशुल्क पास दिये गये थे ;

(ग) इसके परिणामस्वरूप सरकार को प्रतिवर्ष कितना घाटा होता है ; और

(घ) ऐसे पास दिये जाने का क्या औचित्य है ?

रेल मंत्री (श्री हनुमन्तैया) : (क) जी हां।

(ख) निम्नलिखित संस्थाओं के प्रतिनिधि :—

(1) मान्यता प्राप्त रेलवे मजदूर फैडरेशन/यूनियनें ;

(2) मानवीय, सामाजिक या सांस्कृतिक कार्य के क्षेत्र में राष्ट्रीय महत्व के संगठन ;

(3) रेलों की सहायता करने वाले संगठन ;

(4) सामाजिक कार्यकर्ता।

(ग) सरकार को कोई हानि नहीं हुई।

(घ) ये पास प्रशासनिक आवश्यकताओं के आधार पर और सामाजिक एवं सांस्कृतिक क्षेत्रों में राष्ट्रीय प्रयास की सहायता के लिए दिये जाते हैं।

Greater demand for seats in G. T. Dakshin Expresses as compared to Janata Express

*192. SHRI C. CHITTIBABU : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether the demand for seats in the trains is greater in the case of G. T. and Dakshin Expresses than in the case of Janata Express ;

(b) whether this is due to the non-provision of dining car, the abnormally high running time and the odd hours of arrival and departure of the Janata Express ; and

(c) if so, whether Government propose to introduce all the facilities in Janata Express, as are available in the other two Expresses ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) Yes, Sir.

(b) This is due to the higher running time involved but not due to the non-provision of a Dining Car.

(c) The three trains have to run to three different timings and all cannot be equally convenient. Similarly the train which halts at more stations is bound to be slower. It is not proposed to provide a Dining Car on the Janata Express as the static unit arrangements at stations provide adequate catering facilities ; and the Dining Car will be at the expense of a Passenger Coach causing curtailment of accommodation to passengers.

Visit by Industrial Delegations from and to Russia

*193. SHRI R. R. SINGH DEO : Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) the number of various Industrial delegations from Russia, including details of of personnel, which visited India during the last one year ;

(b) the purpose of these visits and the details of agreements signed with these delegations ; and

(c) the details of delegations from India sent to Russia during the corresponding period and the purposes thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN RAJYA MANTRI) (SHRI GHANSHYAM OZA) : (a) to (c). The information is being collected and will be laid on the Table of the House.

Construction of Tellicherry-Coorg-Mysore Railway Line

*194. SHRI A. K. GOPALAN : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) when the survey to construct Tellicherry-Coorg-Mysore railway line was conducted ;

(b) the reason for the delay in starting the construction work ; and

(c) when it is likely to be started ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) In 1956-57.

(b) The proposed railway line was not financially justified.

(c) The project is not likely to be taken up in the near future.

Railway Line from Talcher to Rourkela Via Bimlagarh

*196. SHRI P. GANGADEB : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether Government had conducted a survey for a railway line from Talcher to Rourkela *via* Bimlagarh ;

(b) if so, what are the main points mentioned in the survey report ; and

(c) whether Government are considering to complete this line during the Fourth Five Year Plan ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMENTHAIYA) : (a) to (c). Engineering and Traffic Surveys for a new line from Bimlagarh to Talcher with an extension to Banspani through the Koira Valley have recently been completed. The survey reports are under the examination of the Railway Board. According to the survey reports, the line which will be about 215 Kms. long and cost about Rs. 34 crores will not be remunerative. A final decision, however, regarding the construction of the line will be taken after the reports are examined from all angles.

Mahananda River Master Plan

*199. SHRI KRISHNA HALDER : Will the Minister of IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRI) be pleased to state :

(a) whether Government are aware of the discontentment among the people of North Bengal on the failure of Government to take up the Mahananda River Master Plan ; and

(b) if so, the action taken by Government to take up the Plan and when it is likely to be taken up ?

THE MINISTER OF IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRI) (DR. K. L. RAO) : (a) The Government of West Bengal have stated that they are aware of the discontentment due to the non-implementation of the Mahananda Embankment Scheme, which has been treated as the Master Plan for the Mahananda river in the State ;

(b) The revised report of the Mahananda Embankment Scheme, estimated to cost Rs. 3.76 crores, was received from the Government of West Bengal in February, 1971, and is under examination at the Centre. The question of implementation of the scheme would arise only after it has been approved by the Planning Commission. The Government of West Bengal have not included any provision for this scheme in the State's Fourth Five year Plan.

Absorption of Employees of Martin Burn Light Railways into Indian Railways

*200. SHRI MOHAMMAD ISMAIL : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether Government propose to absorb the employees of the Martin Burn Light Railways which have been closed down recently, into Indian Railways, if so, the details thereof ;

(b) whether Government had given assurance to the employees that they would be absorbed in the Indian Railways ;

(c) if so, the reasons for the delay in absorbing them ; and

(d) when the assurance is likely to be fulfilled ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) and (b). Government decided on 16.12.1970 that the staff belonging to Shahdara-Saharanpur, Howrah-Amta and Howrah-Sheakhala Light Railways should be given appointments on the Indian Railways. On the same day a Press Communique announcing the above decision was also issued.

(c) and (d). Instructions were issued to Northern, Eastern and South Eastern Railways to offer employment to the non-gazetted staff of these Light Railways after adjudging their suitability by a Screening Committee.

Most of the employees belonging to Shahdara-Saharanpur Light Railway have been screened by the Northern Railway and so far 162 employees have been appointed to Class III posts on the various Divisions. 590 Class IV employees have been empanelled after being screened and the panels have been sent to various Divisions to offer appointments.

On Eastern and South Eastern Railways there have been some difficulties because of the opposition of the recognised unions and of casual labour awaiting appointment to regular posts. Having regard to the employment situation in West Bengal, the possibility of giving appointment to the Light Railway staff on Railways elsewhere is now under consideration.

Dieselisation and Electrification of Locomotives in Gujarat

*201. SHRI D. D. DESAI : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state when dieselisation and electrification will be completed and coal-fired steam operated locomotives discontinued in Gujarat, there being no coal deposits in that area ?

THE MINISTLR OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : Dieselisation and Electrification of railway routes is a continuous process and is being undertaken according to a phased programme depending on the relative requirements of different sections of the Indian Railways.

A number of through goods services in Gujarat have already been dieseiised and electrification of the section from Virar to Ahmedabad is already in progress.

Because of the limited availability of resources, it would not be possible to eliminate use of steam locomotives immediately.

Broad Gauge Line from Samastipur to Raxaul (North-Eastern Railway)

*202. SHRI BHOGENDRA JHA : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether reports of the survey undertaken for extending the broad gauge line from Samastipur (North-Eastern Railway) to Raxaul have by now been examined ;

(b) if so, the results thereof ; and

(c) whether in examining the reports the facts that Darbhanga has the only biggest airport for defence requirement, it is the junction from where three railway lines run to the Indo-Nepalese border of Raxaul, Jaya Nagar and Nirmali and that it is the most populous district in the country having a population of about 55 lakhs, are being taken into consideration to give weightage to the claim for taking the line to Raxaul *via* Darbhanga ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) No, Sir.

(b) Survey has been completed and the report is under preparation.

(c) Yes, Sir.

Double Railway Track between Tiruchchirappalli and Tuticorin (Southern-Railway)

*203. SHRI S. A. MURUGANANTHAM : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether there is any proposal to double the Railway track between Tiruchchirappalli and Tuticorin ;

(b) if so, the main features thereof ; and

(c) the estimated cost of the proposal ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMHNTHAIYA) : (a) No. Sir.

(b) and (c). Do not arise.

Visits by Foreign Industrial Delegations

*204. SHRI B. K. DASCHOWDHURY: Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) the number of Industrial Delegations who visited India during 1969-70 and 1970-71 ;

(b) the number of Indian Industrial Delegations sent abroad during 1969-70 and 1970-71 ; and

(c) what agreements in connection with Industrial development were arrived at through exchange of visits by Industrial Delegations ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN RAJYA MANTRI (SHRI GHANSHYAM OZA) : (a) to (c). The

information is being collected and will be laid on the Table of the House.

Shortage of Power in West Bengal

*205. DR. RANEN SEN : Will the Minister of IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRI) be pleased to state :

(a) whether there is a shortage of power in West Bengal ;

(b) whether it has affected production in various industrial units in the State ;

(c) if the reply to part (a) be in the affirmative, the reasons therefor ; and

(d) the steps taken to meet the shortage ?

THE MINISTER OF IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRI) (DR. K. L. RAO) : (a) and (c). There have been some load shedding in the Calcutta area during May, 1971 due to plant trouble at Bandel Power Station of the West Bengal Electricity Board and also at Durgapur Power Station of the West Bengal Government. Also there are problems relating to coal mills maintenance outages. The shortage is about 30 to 35 MW at peak hours.

The power position in North Bengal has been difficult due to inadequate generating capacity and outages at Jaldhaka Power Station.

(b) Yes, to some extent.

(d) Repairs are being effected at the Power Stations and it is expected that normal supply will be resumed in a week. In North Bengal arrangements have been made for augmentation of power supply by additional power generation from a package thermal plant of 6 MW which is being shifted there from Dishergarh and by installation of diesel sets purchased from Assam and Gujarat Electricity Boards. In such emergency situations, transfer of additional power from Damodar Valley Corporation area can be done only if additional transmission lines are constructed. This is being studied.

मध्य प्रदेश की सोन नदी पर बापसागर बांध का निर्माण

*206. श्री हुकम चंद कछवाय : क्या सिंचाई और विद्युत मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश सरकार ने मध्य प्रदेश की सोन नदी पर बापसागर बांध बनाने के लिए केन्द्रीय सरकार की स्वीकृति मांगी है और साथ ही अनुदान तथा ऋण की मांग भी की है ;

(ख) यदि हां, तो सरकार ने इस पर अब तक क्या कार्यवाही की है ; और

(ग) उक्त अनुदान और ऋण राज्य सरकार को कब तक उपलब्ध कराए जाएंगे ?

सिंचाई और विद्युत मंत्री (डा० के० एल० राव) : (क) से (ग). मध्य प्रदेश सरकार ने मध्य प्रदेश की विकासात्मक योजनाओं में शामिल करने के लिए योजना आयोग की स्वीकृति हेतु बनसागर परियोजना भेज दी है ।

बिहार सरकार ने मध्य प्रदेश सरकार द्वारा प्रस्तावित बनसागर परियोजना के प्रति विरोध प्रकट किया है, जिसमें सोन जल का टैमि नदी मे व्यपवर्तन शामिल है ; यह विरोध इस आधार पर किया गया है कि सोन नदी के बहुत नीचे की ओर जहां कि पहले से ही जल-सप्लाई की स्थिति नाजुक बताई जाती है, बिहार की बृहत् सिंचाई प्रणाली पर इसका कुप्रभाव पड़ेगा ।

उत्तर प्रदेश सरकार यह जोर डालती रही है कि मिर्जापुर जिले में अकाल पीड़ित पठारी क्षेत्रो की सिंचाई के लिए बनसागर परियोजना ही एक मात्र साधन है और मध्य प्रदेश सरकार द्वारा प्रस्तावित बनसागर परियोजना का इस क्षेत्र में भी सिंचाई के लिए व्यवस्था करने हेतु सशोधन किया जाना चाहिये ।

मध्य प्रदेश, उत्तर प्रदेश और बिहार सरकारों के अभियंताओं के साथ परामर्श करके केन्द्रीय सरकार के अभियता बनसागर परियोजना के लिए ऐसे सशोधित प्रस्ताव तैयार करने के प्रयत्न कर रहे हैं जो तीनों राज्यों को मान्य हो सकें ।

Extension of Railway Lines in Mining Areas of Bihar

*207. SHRI N. K. SINHA : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) the proposals of the Government of Bihar for extension of Railway lines in mining areas of Bihar State during the Fourth Five Year Plan, separately for iron-ore graphites and lime-stone areas ;

(b) whether the proposals have been accepted by his Ministry and the Planning Commission ; and

(c) when these proposals are likely to be implemented ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) 3 proposals have been received from the Government of Bihar for extension of railway lines in iron-ore mining areas in the Fourth Plan. No proposals have separately been received for graphite and limestone areas.

(b) No, Sir.

(c) Does not arise.

किशू बांध परियोजना का निर्माण-कार्य

*208. **श्री राम चन्द्र विकल :** क्या सिंचाई तथा विद्युत मन्त्री यह बताने की कृपा करेंगे कि :

(क) किशू बांध परियोजना कब तक प्रारम्भ हो जायगी और इस परियोजना के अन्तर्गत कौन-कौन सी विशेष योजनाएं होंगी ;

(ख) उक्त परियोजना पर कितना व्यय होने की संभावना है ;

(ग) इस परियोजना से किन-किन राज्यों को लाभ होगा ; और

(घ) इस परियोजना के लिए किन-किन राज्यों से सहयोग मांगा गया है और उस सहयोग का राज्यवार ब्यौरा क्या है ?

सिंचाई और विद्युत मंत्री (डा० के० एल० राव) : (क) से (घ). उत्तर प्रदेश सरकार किशाऊ बांध परियोजना का अनुसंधान कर रही है। राज्य सरकार द्वारा बनाये गए प्राथमिक प्रस्तावों के अनुसार परियोजना में दिल्ली के लिए पीने के पानी की आवर्धित नियमित सप्लाई के इस्तेमाल के लिए और विद्युत उत्पादन हेतु लगभग 800 फुट ऊंचा एक राक-फिल बांध और यमुना से सिंचाई शामिल है। राज्य के इन्जीनियरों का मोटा अंदाजा यह है कि इस पर 100 करोड़ रुपये से 150 करोड़ रुपये तक लागत आएगी।

उत्तर प्रदेश सरकार द्वारा बनाए गए प्रस्तावों की हाल ही में केन्द्रीय सिंचाई और विद्युत मंत्री, मुख्य मंत्री, हरियाणा, सिंचाई और विद्युत मंत्री, राजस्थान और उत्तर प्रदेश, वित्त और राजस्व मंत्री, हिमाचल प्रदेश और दिल्ली के कार्यकारी पार्षद द्वारा, जांच की गई थी। जल-सचय के लिए टोंस नदी पर एक बांध बनाने की आवश्यकता पर आम करार हुआ है। इन राज्यों के इंजीनियरों (सिंचाई) और (जलविद्युत) और केन्द्रीय जल और विद्युत आयोग के प्रवर इंजीनियरों से कहा गया है कि वे बांध के लिए कुछ अन्य संभावित स्थलों की जांच करें, आगे जल-विज्ञान संबंधी अध्ययन करें और जल-संचय को नियत करें और दिल्ली की जल-सप्लाई के लिए आवश्यक जल की मात्रा और उत्तर प्रदेश, हरियाणा, राजस्थान तथा हिमाचल प्रदेश में सिंचाई के विस्तार के लिये शेष जल के इस्तेमाल और उस तरीके पर विचार-विमर्श करें जिससे इस जल को पहुंचाया जाए। इंजीनियरों से यह भी कहा गया है कि वे परियोजना में उत्पादन की जाने वाली विद्युत के बंटवारे और उस अतिरिक्त विद्युत के उत्पादन के बारे में भी विचार-विमर्श करें जोकि अनुप्रवाह की मौजूदा रन-आफ-दि-रिवर परियोजनाओं पर संभव होगी और वे अन्य संबंधित मामलों पर भी विचार-विमर्श करें।

Production of Machine Tools Corporation of India (Private) Ltd., Ajmer

*209. SHRI M. RAM GOPAL REDDY: Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIC VIKAS MANTRI) be pleased to state :

(a) the present output of the Machine Tools Corporation of India (Private) Ltd., Ajmer ;

(b) whether it is able to meet fully the country's requirements of machine tools ;

(c) if not, the steps Government propose to take to meet the domestic demand ; and

(d) how do the prices of machine tools produced at the Ajmer unit compare with international prices ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN RAJYA MANTRI) (SHRI GHANSHYAM OZA) : (a) Output of Machine Tool Corporation of India, Ajmer during 1970-71 is as follows :

3 Nos. of Universal Cutter Grinders and 180 components.

3 Nos. of Vertical Surface Grinders and 175 components.

2 Nos. of Crankshaft Grinders and 613 components ; and

4 Nos. of Tool Post Grinders.

(b) and (c). Firm demand for the machines with reference to types, sizes and prices has not been assessed so far. The question of the Company meeting fully the country's requirements of the types of machines for which it is licensed, does not arise at present, as the factory is yet to go into regular production. Even when it reaches the full productions level, the company is not expected to meet all the requirements of grinding machines since even in the same basic types of machines for which the Company is licensed, it will take up manufacture of machines of certain sizes and ranges only.

Where definite gaps in requirements of the machines exist, Government will consider proposals from other existing units to diversify, and proposals for establishment of new units on merits, taking care to ensure optimum utilisation of available resources and avoidance of duplication and wastage.

(d) The Company has not yet commenced regular production and as such it would not be feasible at present to compare the prices of machines manufactured or assembled by the Company with international prices.

Looting of Trains on Eastern Railway

*210. SHRI TRIDIB CHAUDHURI : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased ta state :

(a) whether four long distance trains *viz.* Amritsar Mail, Sealdah-Gaya Passenger, Dehra Dun Express and Samastipur-Sealdah Passenger and their brakevans carrying passenger luggage and transit parcels were looted by the robbers one after another on the night of 6th May, 1971 between the Bandel Junction and Adi Saptagram Station on the main line of the Eastern Railway ;

(b) if so, the total loss to passengers and and the Railways ; and

(c) whether any investigation has been made by the Security forces of the Railways independently of the CRP and the West Bengal State Government's Criminal Investigation agencies ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) Three trains namely 5 Up Howrah-Amritsar Mail, 312-Down Samastipur-Sealdah Passenger and 337 Up Sealdah-Gaya Fast Passenger were victimised on the night of May 6/7, 1971, between Bandel and Adi Saptagram Railway Stations. While the 9 Up Doon Express was stopped twice, once near Adi Saptagram Station and again near Magra Station, by disconnecting hosepipe and pulling the alarm chain respectively, neither any passenger complained about any theft or looting nor was any luggage removed from the brakevan of this train.

(b) The extent of properties lost has not been assessed as yet.

(c) R.P.F. are not empowered to investigate such cases. However, they had ascertained the facts of the cases. Government Railway Police registered all the three cases and their investigation continues. One arrest has been made.

Manufacture of Zetor Tractors with Czech Collaboration

895. SHRI CHANDRA SHEKHAR SINGH : Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) whether the Hindustran Machine Tools Ltd., have signed any agreement recently with a Czech firm, the Foreign Trade Corporation, for the manufacture of Zetor tractors at the Pinjore plant ;

(b) if so, the main features thereof ;

(c) whether as a result of this agreement Government have abandoned the idea of taking up the production of indigenous tractor developed by the Central Mechanical Engineering Research Institute, Durgapur ; and

(d) if not, the date and place where this Durgapur designed tractor production will be taken up ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD) : (a) and (b). Yes, Sir. Hindustan Machine Tools Ltd., Bangalore have entered into an agreement with M/s. Motokov of Czechoslovakia for the manufacture of Zetor 2011/2511 (20 HP) agricultural tractors for a total capacity of 12,000 Nos. per annum at their Unit at Pinjore in Haryana Under the terms of the Agreement, M/s. Motokov will render to the Indian company necessary technical knowhow and assistance, including supply of drawings, technical knowledge, manufacturing technique, engineering data and written description of manufacturing processes. They will also pass on all the improvements effected on the model during the currency of the agreement. In consideration of the services rendered by the foreign firm, the Indian Company will pay a lump sum to the foreign firm for the supply of the technical and technological documentation and the cost of the detailed project report. A recurring royalty on the production of tractors will also be paid for a period of 5 years.

(c) and (d). The Punjab State Industrial Development Corporations Ltd. propose to take up the manufacture of Swaraj 20 (20 HP) tractor developed by the Central Mechanical Engineering Research Institute, Durgapur. They have been granted a Letter of Intent for the purpose on 12-11-1970. They propose to set up their factory at Mohali near Chandigarh. The prototype of the tractor developed by the CMERI had been tested at the Tractor Testing Station, Budni and a number of modifications had been suggested. The modifications have been carried out by the Punjab State Industrial Development Corporation Ltd. and the prototype with the modifications is at present undergoing tests by the Budni Station. After acceptance of the prototype by the Budni Station, the Punjab State Industrial Development Corporation will work out the phased manufacturing programme for implementing their project.

Study of Cost Structure of Goods by Bureau of Industrial Costs and Prices

896. SHRI CHANDRA SHEKHAR SINGH : Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) whether the Bureau of Industrial Costs and Prices has since completed the study of the prices and costs structure of items like aluminium, citric acid, gelatine capsules, dry battery cells, razors blades formaldehyde, methanol, sodium hydrosulphite and cotton textiles ;

(b) if so, the broad outlines of the Report and whether the Report will be laid on the Table ; and

(c) the action proposed to be taken by Government thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD) : (a) The report of the working group of the Bureau on the Study of Aluminium Prices was submitted to the Government in November 1970. The report on coal has also been submitted recently while report on Agricultural Tractors is under compilation and is expected to be submitted shortly. The studies on Citric Acid, Gelatine Capsules, Razor Blades and Sodium Hydrosulphite are in progress and are expected to be completed shortly. The Study of Dry Battery Cells, Formaldehyde and Methanol has not yet been taken up due to pre-occupation with the Study of Drugs (bulk drugs and formulations), Soaps and Cotton Textiles.

(b) and (c). The decisions of the Government on the report regarding Aluminium prices have been published in a Gazette extraordinary dated 24-5-1971. The report on coal prices is still under consideration.

Advise on Cost Structure by Bureau of Industtial Costs and Prices

897. SHRI CHANDRA SHEKHAR SINGH : Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) whether Bureau of Industrial Costs and Prices has recruited the full complement of its staff ;

(b) if so, the names of the specific industries about which Govetnment have sought its advice on the costs structure, ever since it was constituted ;

(c) the names of the industries on which this Bureau has already tendered its advice and report ; and

(d) the names of other industries which Government contemplate to entrust to this Bureau for such a study during 1971-72.

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD) : (a) A statement is attached.

(b) The industries on which the Government have sought advice of the Bureau since its inception are Aluminium, Coal, Agricultural Tractors, Soaps, Drugs (bulk drugs and formulations), Cotton Textiles (controlled varieties of cloth), and a number of other products.

(c) The Bureau has submitted its report on Aluminium and Coal. The report on Agricultural Tractors is under compilation and is likely to be submitted to the Government shortly.

(d) Advice of the Bureau will be sought on other industrial products as and when the need arises.

Statement

The existing strength of personnel (Except class IV staff) in the Bureau of Industrial Costs and Prices.

No.	Designation	Sanctioned strength	No. of posts filled up	No. of posts vacant
1	2	3	4	5
1.	Chairman	1	1	—
2.	Member	2	2	—
3.	Secretary	1	1	—
4.	Assistant Secretary-cum-Administrative Officer.	1	—	1
	Economic Division			
5.	Sr. Economist	1	1	—
6.	Sr. Research Officers	2	2	—
7.	Research Officer	1	—	1
8.	Jr. Research Officer	3	3	—
9.	Jr. Specialist in Co. Law	1	1	—
	Cost Accounts Division			
10.	Sr. Cost Accounts Officer	1	1	—
11.	Cost Accounts Officers	8	6	2
12.	Cost Accountants	8	5	3
	Engineering Division			
13.	Industrial Engineers	2	—	2
14.	Sr. Engineers	2	1	1
15.	Junior Engineers	2	—	2

1	2	3	4	5
	Personal Staff			
16.	Private Secretary	1	1	—
17.	Sr. P.A.'s (Stenographer Grade I)	2	2	—
18.	P.A's Grade II (Stenographer)	8	5	3
19.	Stenographers Grade III	9	6	3
	Office			
20.	Superintendent	1	1	—
21.	Assistents	2	2	—
22.	U. D. Cs.	2	2	—
23.	L. D. C./Typist	4	2	2
24.	Cashier cum A/cs Clerk	1	1	—
25.	Accountant	1	—	1
26.	Sr. Investigator	1	—	1
27.	Roneo Operator	1	1	—
28.	Comptometer Operator	1	1	—

Action to fill in the vacant posts is being taken.

Confirmation of Commission Bearers working in non-vegetarian Restaurant, Southern Railway

898. SHRI M. K. KRISHNAN : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether Government propose to confirm the Commission bearers working in the non-vegetarian restaurant, Southern Railway and sanction them one day's leave in a week ;

(b) whether Government have received any representation regarding this ; and

(c) if so, the action taken on the representation ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) to (c). These Commission bearers are not regular railway servants. A representation demanding confirmation and a day's leave in a week was received, which was examined. It was found that confirmation as regular employees was not feasible. However, weekly rest, as required is given.

Taking over of Firms during 1970-71

899. SHRI R. KADANAPALLI : Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) the number of firms taken over by Government in the country, State-wise, during the year 1970-71.

(b) the reasons for taking over the above firms ; and

(c) the steps taken by Government for the proper functioning of the above firms ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD) : (a) and (b). Presumably the information is required in respect of the industrial undertakings, the management of which has been taken over by the Central Government under the Industries (Development and Regulation) Act, 1951. During the year 1970-71 (April 1970 March 1971), 8 Industrial Undertakings were taken over as detailed below :

Gujarat	3
West Bengal	2
Maharashtra	1
Madhya Pradesh	1
Tamil Nadu	1
Total :	8

These undertakings were either likely to close down or had closed down resulting in fall in production and employment and were

being managed in a manner highly deteri-mental to the public interest or to the industry concerned.

(c) After their take-over, these industrial undertakings have been placed under the management of Authorised Controllers, appointed by the Government. Technical and financial guidance needed for their sound working is provided besides funds needed for working capital.

इलैक्ट्रिकल इंजीनियरों, ओवरसियरों आदि को रोजगार

900. श्री कमल मिश्र मधुकर : क्या सिंचाई और विद्युत मन्त्री यह बताने की कृपा करेंगे कि :

(क) देश मे ऐसे बेरोजगार इन्जीनियर ओवरसियरो और डिप्लोमा होल्डरो की सख्या कितनी है ; जो विद्युत विज्ञान मे प्रशिक्षित हैं ;

(ख) क्या सरकार ने उपरोल्लिखित बेरोजगार व्यक्तियो मे से ऐसे व्यक्तियो की संख्या के बारे मे कोई अनुमान लगाया है जिन्हे ग्रामीण विद्युतीकरण योजना के अन्तर्गत रोजगार दिया जा सकता है ;

(ग) क्या इस विषय मे प्रशिक्षित सभी व्यक्तियो को रोजगार देने की दृष्टि से विद्युतीकरण संबंधी कोई कार्यक्रम आरम्भ करने का सरकार का विचार है ;

(घ) यदि हां, तो निश्चित योजनाओ का ब्यौरा क्या है ; और

(ङ) यदि नही, तो इसके क्या कारण हैं ?

सिंचाई और विद्युत मन्त्रालय में उपमंत्री (श्री बैजनाथ कुरील) : (क) से (ङ). 31 दिसम्बर, 1970 को स्थिति यह थी कि रोजगार ढूंढने के लिए रोजगार दफ्तर मे बिजली इन्जीनियरी में 4678 स्नातक और 12069 डिप्लोमाधारी रजिस्टर्ड थे। इस संख्या में वे इन्जीनियर तथा तकनीशन भी शामिल हैं जो बेहतर नौकरियां चाहते हैं।

केन्द्रीय सरकार तथा राज्य सरकारे बिजली इंजीनियरो और तकनीशनो, जिनमें वे तकनीशन भी शामिल है जो विद्युत शाखा से सम्बन्ध रखते हैं के रोजगार मे वृद्धि करने के लिए बहुत सी स्कीमो का कार्यान्वियन कर रही हैं। विद्युत परियोजनाओ के निर्माण के अतिरिक्त बहुत सी परियोजनाओ पर अग्रिम कार्रवाई की गई है, जिससे न केवल इन्जीनियरो तथा तकनीशको के लिए रोजगार अवसरो मे वृद्धि होगी बल्कि पाचवी योजना के दौरान परियोजनाओ का समय से चालू होना भी सुनिश्चित होगा।

ग्राम विद्युतीकरण स्कीमो की गति राज्य योजनाओ मे विशाल आवटनो का प्रावधान करके और ग्राम विद्युतीकरण निगम से अतिरिक्त वित्तीय सहायता लेकर, तेज की जा रही हैं। ग्राम विद्युतीकरण निगम ने अब तक 74,53,99,300 रुपये की लागत पर 115 स्कीमे मजूर की है जिनमे 10,180 ग्रामों का विद्युतीकरण 1,91,043 सिचाई पम्पसैटो का ऊर्जन और 29,963 लघु तथा कृषि उद्योगो को बिजली की सप्लाई परिकल्पित है। ग्रामीण क्षेत्रो मे विद्युत का विस्तार करने से पैदा होने वाले प्रत्यक्ष तथा अप्रत्यक्ष रोजगार अवसरो के कारण जिन बिजली इंजीनियरो और तकनीशनो को ग्राम विद्युतीकरण स्कीमों में रोजगार मिलेगा, उनकी ठीक-ठीक संख्या का अनुमान लगा सकना सम्भव नही है।

परन्तु महत्वपूर्ण रोजगार अवसर न केवल विद्युतीकरण स्कीमों के निर्माण और रख-रखाव कार्य के दौरान उत्पन्न होंगे बल्कि ऐसे क्षेत्रों में बिजली के विस्तार होने के परिणामस्वरूप, जहां इस समय बिद्युत नही है, पैदा होने वाले नए उद्योगों में ये स्कीमें अतिरिक्त रोजगार के लिए अवसर भी पैदा करेंगे।

Backward District in Tamil Nadu Chosen for Industrial Development

902. SHRI SAMINATHAN : Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) the number of backward Districts chosen for intensive industrial development in Tamil Nadu ; and

(b) the nature of financial and other incentives proposed to be given for such development ?

THE DEPUTY MINISTER IN THE MINISTRY OF DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD) : (a) and (b). Eight districts *viz.*, South Arcot, Thiruchirappalli, Madurai, Ramanathpuram, Kanyakumari, North Arcot, Tanjavur and Dharmapuri have been selected in the state of Tamil Nadu which would be eligible for assistance from the financial institutions on the following concessional terms for starting industries there :—

(i) lower interest rate of 7 per cent ;

(ii) extension of the period for the repayment of the first instalment of the principal amount of the principal amount of the loan from the present 3 years to 5 years ;

(iii) longer period of 15-20 years for the repayment of the loan as against 10-12 years normally stipulated ;

(iv) reduction of the normal service charges by 50% ;

(v) reduction of the margin of security by the IFCI and the ICICI to 30/35 per cent.

Besides a 'unit' area of 13 talukas from the districts of Ramanathapuram (6 talukas), Madurai (1 taluka) and Tiruchirappalli (3 talukas) has been selected in the State of Tamil Nadu for the purpose of giving an out-right Central Grant or subsidy of 10% on the fixed capital investment of the undertakings to be started there.

Funds for Indravati Multipurpose Dam Project and Anandpur Barrage Project

903. SHRI SURENDRA MOHANTY : Will the Minister of IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRI) be pleased to state :

(a) whether the Planning Commission has refused to accord its approval to the provision of funds in Orissa's Annual Plan 1971-72 for taking up construction of the Indravati Multi-purpose Dam Project ; and

(b) if so, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRALAYA MEN UP-MANTRI) (SHRI B. N. KUREEL) : (a) and (b). The Upper Indravati Project proposed by the Government of Orissa envisages the utilisation of Godavari basin waters, the disputes regarding whieh are under adjudication by the Godavari Water Disputes Tribunal. The Government of India do not consider it appropriate to give clearance to any new projects in the Godavari basin while the water disputes in respect of the river are under consideration of the Tribunal.

The Anandpur Barrage has been found to be acceptable on technical considerations. However, this is a large project estimated to cost Rs. 21.5 crores. There is a provision of only Rs. 70 lakhs in Orissa's Fourth Plan for new schemes and it is considered advisable to utilise this small provision for medium schemes in backward areas in preference to any new major schemes.

Findings or National Geophysical Research Institute, Hyderabad, on Koyana Earthquake

905. SHRIMATI BIBHA GHOSH : Will the Minister of IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRI be pleased to state :

(a) whether attention of Government has been drawn to the findings of the National Geophysical Research Institute, Hyderabad, stating that Koyna Earthquake was not natural ; if so, the details thereof ;

(b) whether the findings of the National Geophysical Research Institute contradict the Koyana Earthquake Committee Report ; if so, the points of contradiction ; and

(c) the reaction of Government thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRALAYA MEN UP-MANTRI) (SHRI B. N. KUREEL) : (a) and (b). Yes, Sir. The National Geophysical Research Institute Scientists hold the view that "the reservoirs themselves are not responsible for the accumulation of strains released in the moderate to high magnitude earthquakes associated with them, but are responsible for changing the mechanical properties of the concerned regions making them less competent."

(c) The Koyna Earthquake Committee Report April, 1968, has discussed these aspects at length and regarded the whole sequence of seismic exents as a single tectonic cause. The Committee is of the opinion that the impounding of the water in the reservoir was not responsible for the major shocks in September and December, 1967. Till it is proved to the contrary, Government is inclined to rely on the report of the Expert Committee which had expert seismologists of India and foreign countries as its members.

Upgrading the Technology of Foundry Industry

906. SHRI MUHAMMED SHERIFF : Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state whether Government have taken any decision to upgrade the technology of foundry industry in view of the scope for exporting castings on a large scale as urged by Director-General of Council of Scientific and Industrial Research in New Delhi on the 3rd April, 1971 ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD) : The Government has set up a working group which would suggest ways and measures for encouraging the export of ferrous castings. Foundry technology in the country is being constantly improved at the instance of the National Metallurgical Laboratory, Jamshedpur, and its regional centres.

Kidnapping of Persons by Dacoits from a Railway Compartment at Khojeepura Station

907. SHRI N. K. SANGHI : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) wherher a gang of dacoits kidnapped five persons from a Railway compartment, at Khojeepura station, in Morena District on the 21st April, 1971 and the same gang later on stopped another train near the same Railway Station and deprived the passengers of their valuables ;

(b) if so, whether the kidnapped persons were traced and the dacoits arrested ; and

(c) the action Government propose to take to prevent such incidents especially in places where dacoits are active ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : When train No. 661 Dn. Passenger stopped at Khojeepura Station, 5 passengers were kidnapped by a gang of dacoits on 17-4-1971. No train was looted.

(b) Only 4 kidnapped persons have so far been released by the dacoits. No arrests have been made so far.

(c) The following action has been taken by Governmeat :—

(1) Special Armed Force (Madhya Pradesh Police) guards are deputed to escort Up and Down trains between Sabalgarh and Sheopur-Kalan Stations ;

(2) Patrolling by State Armed Force has been intensified ;

(3) Special Armed Force (Madhya Pradesh Police) and Government Railway Police Staff were posted at Khojeepura Station after the incident.

Arrest of Workers at Badarpur Thermal Power Station

908. SHRI M. M. JOSEPH :
SHRI DINEN BHATTACHARYYA :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether about 175 workers including some women of the Thermal Power Station

under construction at Badarpur were arrested ;

(b) if so, the reasons therefor ; and

(c) the steps taken by Government in agreeing to better wages and other facilities for them ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRALAYA MEN UP-MANTRI) : (SHRI B. N. KUREEL) : (a) 173 employees (including 5 women employees) of one of the contractors, *viz.*, Bharat Industrial Works Ltd., were arrested on 31-3-1971.

(b) These workers had gone on strike from 16-3-1971 onwards. The strike ceased to be peaceful and took a violent turn. Arrested persons were among the employees who resorted to intimidating the loyal workers and forcibly preventing them from attending to their duties. In spite of repeated requests and prolonged persuasion by the Project authorities and the police, they continued their violent posture and caused obstructions to the work of the Project. Apprehending breach of peace and damage to plant and machinery, the Additional District Magistrate, who was present, ultimately ordered their arrest.

(c) The workers having been employed by the Contractor, the Project authorities have been prevailing upon the Contractor to provide all facilities to their workers in accordance with the existing laws in consultation with Chief Labour Commissioner, Government of India.

Shortage of Slack Coal for Brick Kilns in Haryana

909. SHRI SAROJ MUKHERJEE : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether 80 per cent of the brick kilns in Jagadhari area in Haryana are being threatened with closure because of the non-availability of slack coal ; and

(b) the reaction of Government thereto ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) This Ministry is not aware of any threatened closure of brick kilns in Jagadhari area in Haryana.

(b) Does not arise.

Shortage of Refractory

910. SHRI G. VISWANATHAN : Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) whether there is a shortage of refractory in the country ; and

(b) if so, the steps taken to increase the production of refractory ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD) : (a) Yes, Sir.

(b) The existing refractory units have increased their production during the past one year due to increase in the demand for refractories ; these units are allowed to import equipment for balancing their plants to enable them to manufacture refractories of high quality to suit the requirements of steel plants and other industries. Applications for new units as well as for expansion of the existing units to increase the capacity of refractory industry by 1.26 lakh tonnes are under consideration of the Government. It has also been decided, in principle, to set up a public sector refractory unit for a capacity of one lakh tonnes per annum. To meet the requirements of the steel plants etc., imports of refractories have been allowed to a certain extent.

Complaint Regarding non-receipt o Ballot Papers sent to the Army Men at Meerut

911. SHRI R. R. SINGH DEO : Will the Minister of LAW AND JUSTICE (VIDHI AUR NYAYA MANTRI) be pleased to state :

(a) whether attention of Government has been drawn to a report in the Indian Express of the 9th March, 1971 saying that several army men stationed at Meerut have complained that they did not receive their ballot papers for the recent elections ;

(b) whether Government have conducted any inquiry in this regard ; and

(c) if so, the result thereof and the reaction of Government thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE

(VIDHI AUR NYAYA MANTRALAYA MEN RAJYA MANTRI) (SHRI NITIRAJ SINGH CHAUDHARY) : (a) Yes, Sir.

(b) and (c). No Sir ; in the absence of any speciffic complaint, it would not be possible to make any inquiry merely on the basis of a report which appeared in a newspaper.

Election Petitions Filed in West Bengal

912. SHRI SUBODH HANSDA : Will the Minister of LAW AND JUSTICE (VIDHI AUR NYAYA MANTRI) be pleased to state :

(a) whether any Election Petitions have been filed from West Bengal ;

(b) if so, the number of such petitions ; and

(c) whether Government have decided all these petitions ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (VIDHI AUR NYAYA MANTRALAYA MEN RAJYA MANTRI) (SHRI NITIRAJ SINGH CHAUDHARY) : (a) Yes, Sir.

(b) Thirteen in all ; four challenging the elections to the Lok Sabha and nine challenging the elections to the State Legislative Assembly held in March, 1971.

(c) The question of the Government deciding these petitions does not arise as the forum for trial thereof is the High Court

Manufacture of Industrial Goods with Foreign Collaboration

913. SHRI SUBODH HANSDA : Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) whether Government propose to set up Industrial units in private or public sector for the manufacture of Industrial goods with foreign collaboration for export only ; and

(b) whether such collaborators have been invited and whether any response has come from any country ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD) : (a) and (b). Government are constantly reviewing the need for setting up additional capacities, if necessary, with foreign collaboration, required for stepping up export of Indian products. Proposals for foreign collaboration having an export bias are given favourable consideration. A few such proposals have already been approved by the Government while some others are under consideration.

Manufacture of Small Car in Public Sector

914. SHRI SUBODH HANSDA :
SHRI S. M. BANERJEE :

Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) whether talks have been completed with foreign firms for the manufacture of small car in public sector ;

(b) the names of countries which have send models ; and

(c) what are their prices and whether any of them have been accepted for manufacture in this country ?

THE DEPUTY MINISTER IN THE MINITSRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD) : (a) Discussions are in progress with four foreign firms whose offers of collaboration for the manufacture of passenger cars in the public sector were *prima facie* found suitable for further consideration.

(b) The four foreign firms in the field who have sent their models for tests in India are :

(i) M/s. Ford Products Company, Australia.

(ii) M/s. Fiat S.P.A., Italy.

(iii) M/s. Regie Nationale Des Usines Renault, France.

(iv) M/s. Nissam Motor Co. Ltd., Japan.

(c) No final decision has yet been taken about the model or the foreign collaboration. It is not possible at this stage to indicate any figures of prices.

22-Point Charter of Demands by the West Bengal Railway Passengers' Association at Dakshineswar

915. SHRI JYOTIRMOY BOSU: Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state:

(a) whether his attention has been drawn to the 22-Point Charter of demands adopted by the West Bengal Railway Passengers' Association, at its special conference held at Shri Ramkrishna Mahmandal International Guest House, Dakshineswar (in the district of 24 Parganas, West Bengal) on the 19th July, 1970;

(b) whether the said charter of demands includes (i) Suburban Dispersal Line—Dum Dum to Senarpur *via* Princep Ghat, Kalighat and Brace Bridge; (ii) New line from Lakshmikantpur (Sealdah Division of Eastern Railway) to Namkhana, *via* Kakdwip; Rail link for Balurghat; and (iii) conversion of Howrah-Amta and alternative line between Howrah and Kharagpur; and

(c) if so, the action taken thereon?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA): (a) Yes.

(b) Yes.

(c) (i) The final location survey for a 'Suburban Dispersal Line extending from Dum Dum to Princep Ghat/Eden Gardens is in progress. This work is expected to be completed shortly.

(ii) Due to lack of adequate traffic justification and paucity of funds, the construction of new line from Lakshmikantpur to Namkhana, rail link for Balurghat and an alternative line between Howrah and Khargpur do not merit priority for consideration in the Fourth Five Year Plan.

(iii) The Howrah-Amta and Howrah-Sheakhala Light Railways were owned and operated by Private Companies, who have since closed them down from 1.1.1971, due to losses incurred on their operation. In view of this, the question of conversion of these lines does not arise.

Issue of Industrial Licences

916. SHRI JYOTIRMOY BOSU: Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state:

(a) the industry-wise and State-wise number and value of industrial licences granted during 1969 and 1970 month-wise; and

(b) the industry-wise and State-wise number and value of industrial licences granted to each of the 20 larger business group (as defined by Industrial Licensing Policy Inquiry Committee) during 1969 and 1970, month-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT) (AUDYOGIK VIKAS MATRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD): (a) Industrial Licences are issued for specific capacities in respect of approved items of manufacture and not for specific values. Details of all industrial licences issued, including the names of the applicants, date of licence, item of manufacture etc., are regularly published in the weekly 'Bulletin of Industrial Licences, Import Licences and Export Licences,' the weekly 'Indian Trade Journal' and the monthly 'Journal of Industry and Trade.' Copies of these publications are available in the Parliament Library. However two statements I and II showing the number of industrial licences issued during the years 1969 and 1970 industry-wise and State-wise are laid on the Table of the House [*Placed in Library. See* No. LT—264/71]

(b) Statement III containing information regarding industrial licences issued to the Larger Houses during the years 1969 and 1970, date of licence, scheduled industry to which the licences relate and the States of location is laid on the Table of the House [*Placed in Library. See* No. LT—264/71]

Rural Electrification

917. SHRI JYOTIRMOY BOSU: Will the Minister of IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRI) be pleased to state:

(a) the State-wise total number of villages electrified during 1968-69, 1969-70 and 1970-71;

(b) the State-wise proporation of villages (in percentage) electrified during the same periods; and

(c) the State-wise proportion of villages planned to be electrified by 1973-74?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRALAYA MEN UP-MANTRI) (SHRI B. N. KUREEL) : (a) to (c). The information is given in the Statement attached.

Statement

State/Union territories	Villages electrified during 1968-69	1969-70	1970-71	Percentage of villages electrified in 1968-69	1969-70	1970-71	Percentage of villages proposed to be electrified by 1973-74
Andhra Pradesh	805	1549	908	2.97	5.71	3.35	36.15
Assam	140	195	109	0.54	0.76	0,42	4.7
Bihar	661	797	742	0.97	1.17	1.09	18.01
Gujarat	275	517	521	1.48	2.78	2.80	29.09
Haryana	178	1903	3302	2.65	28.40	49.28	100 has already been electrified
Himachal Pradesh	491	791	304	3.75	6.04	2.32	41.11
Jammu & Kashmir	21	15	38	0.32	0.23	0.58	12.15
Kerala	15	27	31	0.94	1.69	1.94	100.00
Madhya Pradesh	1069	2044	1393	1.52	2.90	1.98	14.10
Maharashtra	2595	608	2087	7.23	1.69	5.81	63.16
Mysore	759	416	657	2.87	1.58	2.49	38.90
Nagaland	13	23	17	1.62	2.87	2.12	10.44
Orissa	62	129	311	0.13	0.28	0.67	11.80
Punjab	458	1086	623	3.85	9.12	5.24	80.62
Rajasthan	319	342	506	0.99	1.06	1.57	15.10
Tamil Nadu	602	800	974	4.27	5.67	6.91	100.00
Uttar Pradesh	1317	4314	3074	1.17	3.83	2.74	25.27
West Bengal	216	186	345	0.56	0.48	0.89	31.25
Total (States)	9996	15742	15942	1.79	2.83	2.87	28.85
Total (Union Territories)	40	67	148	0.37	0.62	1.33	14.41
Total (All-India)	10036	15809	16090	1.77	2.79	2.84	28.58

Closure of Sen Releigh and Sen Pandit Cycle Factories

918. SHRI S. P. BHATTACHARYYA : Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) whether there has been a closure of the Sen Releigh and Sen Pandit Cycle Factories recently ;

(b) if so, the causes for the closure ;

(c) the steps taken by Government to ensure the re-opening of these factories ; and

(d) the total number of workers rendered jobless due to the closure ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD) : (a) The Bicycle factory of M/S. Sen Releigh Ltd. at Asansol has been closed since 29-3-71. It is reported in the Press that the Bicycle factory of M/s. Sen and Pandit at Kalyani has also been closed.

(b) to (d). Information is being collected

from the State Government and will be laid on the Table of the House.

Ammunition found missing in Railway Yard in Asansol

919. SHRI S. M. BANERJEE : Will the Minister of RAILWAY (RAIL MANTRI) be pleased to state :

(a) whether one case of ammunition out of 66 cases, in Railway Wagons, was found missing following Police investigations in Railway Yard in Asansol on 11th April, 1971 ;

(b) whether the wagons bound for Panagarh Military Base were diverted to a Colliery Siding ; and

(c) whether any investigation has been made and if so, with what results ?

THE MINISTER OF RAILWAYS RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) Yes.

(b) Yes.

(c) The result of Police investigation is awaited. No arrest or recovery has been made so far.

Increase in the incidents of pilferage of goods transported by Railways

920. SHRI R. S. PANDEY : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether the menance of pilferage of goods transported by the Railways is on the increase and complaints are received by Government frequently for losses suffered by the traders due to such pilferages ;

(b) if so, the reaction of Government thereto ; and

(c) the concrete steps being taken to check such incidents ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) Yes, to some extent.

(b) Preventive measures have been tightened to minimise pilferages on the Indian Railways.

(c) A statement is attached.

Statement

Steps taken to check pilferages are given below :

(i) Emphasis is being laid on proper paking and marking of packages labelling and securing of relevant documents with the wagons to prevent their going astray and also pilferage during handling by contractor's labour.

(ii) Proper rivetting of wagons and Ellis Patent locking of wagons carrying valuable goods to prevent criminal interference.

(iii) Pad locking of luggage vans and parcel vans.

(iv) Insistence on provision of dunnage specially where required in case of wagon load consignments of sugar, grains, pulses and oilseeds.

(v) Close supervision over loading and unloading of packages at certain selected stations and in respect of selected commodities to prevent loss/pilferage from unlocalised causes.

(vi) Escorting of goods trains carrying valuable consignments/foodgrains in open wagons by the armed Railway Protection Force personnel in vulnerable sectors.

(vii) Patrolling by armed Railway Protection Force personnel as well as by Dog Squands in vulnerable and major yards.

(viii) Development of crime Intelligence staff of the Zonal Railways and the Central Crime Bureau staff of the Railway Board for collection of crime intelligence with a view to tracking down criminals, receivers of stolen property and organising raid for their arrest and recovery of stolen property.

(ix) Maintenance of close co-ordination between the Railway Protection Force, the Government Railway Police and the local Police at various levels for dealing with criminals and receivers of stolen property effectively as also railway employees conniving with criminals.

(x) Organising of all India drives against thefts and pilferages and drives against incidence of pannel cuts and body cuts in wagons with a view to localising this mischief which is repaired early.

Introduction of New Trains

921. SHRI R. S. PANDEY : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether a number of new Railway trains have been introduced on different routes in the country recently ;

(b) if so, the details thereof ? and

(c) the extent to which the new trains have eased the passenger traffic in those regions ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) and (b). A total of 50 passenger carrying trains, adding altogether 2347 passenger train kilometers per day, have been introduced/extended on Indian Railways from 1.4.71. Of these 26 are non-suburban and 24 suburban train services.

(c) The full impact of introduction of new trains will only be known in the next periodical census of occupation of trains.

Power Shortage for industrial Units

922. SHRI R. S. PANDEY : Will the Minister of IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRI) be pleased to state :

(a) whether power shortage is growing fast to meet the requirements of industrial units ;

(b) whether shortage of power has also adversely affected setting up of new industries ;

(c) if so, whether Government have conducted any survey in this regard ; and

(d) the steps being taken to meet the power supply required by the industries in different parts of the country ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRALAYA MEN UP-MANTRI) (SHRI B. N. KUREEL) : (a) The demand for power in the country from industrial consumers is generally growing at a rate faster than that at which power generation facilities are being added presently.

(b) In States where there is power shortage, it has affected setting up of new industrial units.

(c) The Government is reviewing every year the power requirements of all categories of consumers including industries through the Annual Power Survey Committees.

(d) New generation and transmission schemes are being implemented in the various States to meet the load demands arising in the Fourth Plan.

A Plan for the decade 1970-71 to 1980-81 in respect of power generation and transmission facilities is being drawn up so that requisite action can be taken well in time to make power supply available and whenever required and to obviate power shortages in future.

Credit facjlities for Development of Small Scale Industries

923. SHRI R. S. PANDEY : Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) whether the development of small-scale industries is greatly hampered due to the non-availability of credit facilities to the entrepreneurs ;

(b) whether a large number of small industrial units have closed down on this account ; and

(c) whether Government have taken into consideration the difficulties of this sector of inqustrialists and taken remedial steps to ensure proper working of the small industrial units ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD) : (a) to (c). Consequent on the nationalisation of the major banking institutions there has been a progressive relaxation in respect of security margins, rate of interest, procedures etc. in order to augment the flow of credit to small scale industries. Even though the Reserve Bank of India increased its bank rate and

there was a general tightness in the money market, yet the Reserve Bank has not fixed ceilings for borrowing by scheduled commercial banks for financing Small Scale Industries. According the Reserve Bank of India, no Bank has so far complained that the credit stringency has affected the flow of bank credit to small scale projects. There is also no evidence to show that a large number of small scale units have closed down merely for want of financial assistance from institutional sources.

Expansion of Manufacturing Capacity of Automobile Firms

924. SHRI N. K. SANGHI : Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) whether two automobile firms manufacturing commercial vehicles had applied for expansion of their manufacturing capacities ;

(b) if so, whether these have been approved by Government ; and

(c) the total cost of expansion and the foreign exchange component ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI (SHRI SIDDHESHWAR PRASAD) : (a) Applications under the Industries (Development & Regulation) Act, 1951 for effecting substantial expansion of their existing industrial undertakings for the manufacture of commercial vehicles have recently been received from the following three firms :

(i) M/s. Ashok Leyland Ltd., Madras.

(ii) M/s. Tata Engineering & Locomotive Co., Ltd., Bombay.

(iii) M/s. Bajaj Tampo, Ltd., Poona.

(b) A letter of intent has been granted to M/s. Ashok Leyland Ltd. for expanding their capacity from 5,400 Nos. per annum to 10,000 Nos. per annum. The other two applications are still under consideration.

(c) The figures of cost of expansion as furnished by the three applicant is as follows :

	Cost of expansion in Rs. lakhs		
Name of the Party	Indigenous	Foreign Exchange	Total
1. M/s. Ashok Leyland Ltd., Madras.	556	106	662
2. M/s. Tata Engineering & Locomotive Co. Ltd.. Bombay.	2520	1050	3570
3. M/s. Bajaj Tempo Ltd., Poona.	211.46	89.31	300.77

Assistance from World Bank for Rajasthan Canal Command Area

925. SHRI N. K. SANGHI : Will the Minister of IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRI) be pleased to state :

(a) whether there is a proposal to seek financial assistance from the World Bank for the development of Rajasthan Canal Command Area ;

(b) if so, the amount to be sought for ; and

(c) the stage at which the matter rests at present ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRALAYA MEN UP-MANTRI) (SHRI B. N. KUREEL) : (a) to (c). A project report for the development of the Command area of the Rajasthan Canal Project, Phase I (in respect of which the engineering works are in an advanced stage) is under consideration of the Government of India in the Ministry of Food and Agriculture with a view to seeking financial assistance from the World Bank. Phase II of the Rajasthan Canal Project for which engineering works are yet to be taken up is also proposed to be posed to the World Bank for financial assistance. It is not possible at this stage to indicate the quantum of assistance that would be sought from the World Bank as the proposals are under examination.

Uniform Power Tariff in the Country

926. SHRI N. K. SANGHI : Will the Minister of IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRI) be pleased to state :

(a) whether Government propose to have a uniform power tariff in the country or in a zone ; and

(b) if so. the main features thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRALAYA MEN UP-MANTRI) (SHRI B. N. KUREEL) : (a) It is the aim of the Government to ensure that there are uniform tariff rates for each category of consumers within each State in the first instance and in the country as a whole ultimately.

(b) On the interconnection of various State Grids and formation of an all India Grid the power tariffs for various categories of consumers may be rationalised and brought to a uniform structure.

The Electricity Boards in the following States have introduced uniform rates within their own areas of supply for each category of consumer :

1. Andhra Pradesh
2. Assam
3. Bihar
4. Gujarat
5. Haryana
6. Kerala
7. Mysore
8. Punjab
9. West Bengal
10. Madhya Pradesh

The position in remaining States is as under :

(a) *Tamil Nadu* The rates in Tamil Nadu are also uniform except in Madras city only where a fuel surcharge is levied on H.T. industrial consumers.

(b) *Uttar Pradesh* . The rates are uniform throughout the State but for the tariff for domestic and commercial consumers and street lighting which are slightly lower in Allahabad, Lucknow and Kanpur.

(c) *Rajasthan* : Uniform tariff rates are prevelant in the State for each category of consumer, except in diesel areas.

(d) *Orissa* : The rates and Uniform for each category of consumers, except in the diesel areas. With the extension of hydro-power gradually to diesel areas uniformity will be achieved.

(e) *Maharashtra* : Two sets of tariffs *viz*., Hydro and Thermal areas are in existence. This is because there are two major grid systems in the State one supplying to Western Maharashtra and part of Marathwada and the other supplying to Vidarbha and rest of Marathwada. The Grids are not so far linked in a manner as to permit large scale interchange of power. With the completion of inter-connections uniformity will be achieved.

Production of Tractors

927. SHRI S. R. DAMANI : Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be Pleased to state :

(a) the present capacity sanctioned and installed for tractor manufacture in the country ;

(b) the names of the parties and the actual production during 1970-71 ;

(c) what are the difficulties they are facing to realise the full rated capacities and the action proposed to be taken to remove them ; and

(d) whether there are any new proposals pending and if so, the main features thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD) : (a) and (b). The names of units who have been licensed to manufacture tractors, capacity sanctioned and the actual production during 1970-71 is as under :

	Name of the Manufacturing Unit	Capacity sanctioned Nos.	Actual production during 1970-71 Nos.
1.	M/s. Tractors & Farm Equipment Ltd , Madras.	7,000	2,348
2.	M/s. Eicher Tractors, Ltd., Faridabad.	2,000	768
3	M/s. International Tractors Co. of India Ltd., Bombay.	7,000	6,053
4	M/s. Hindustan Tractors Ltd., Baroda	5,000 2,000	695 (50 HP) 428 (35 HP)
5	M/s. Escorts Ltd., Faridabad, (Escort—37	7,000	6,642
	Escort—27		978
	Escort—47)		341
	Total	30,000	18,253
	(New Units licensed during 1970-71)		
6.	M/s. Escorts Tractors Ltd., Faridabad Ford—46 HP	6,000	Not yet gone into production
7.	M/s. Kirloskar Tractors Ltd., Poona. (Deutz—25-75 HP)	10,000	—do—
8.	M/s. Harsha Tractors P. Ltd., New Delhi. (DT T 25-20 HP)	10,000	—do—
9.	M/s. Perfect Tractors P. Ltd., Patiala. (Licensed only on 20.5.71) Hanomag 32 HP	5,000	—do—

(c) The main difficulty in achieving full rated capacity has been the lack of timely investment on plant and machinery on the part of licensees. But now most of them have taken action to import necessary capital goods so as to achieve the licensed capacity as well as maximum indigenous content. Steps have also been taken to increase the production of certain ancillary items, which are critical components and affect tractor production. This industry is included in the 'Core' Sector and it is ensured that all the units are given their full requirements of foreign exchange for the import of components and raw materials.

(d) 14 additional parties have been granted Letters of Intent for the manufacture of tractors in various ranges. Their total capacity comes to 1,13,800 Nos. per annum. 11 other application envisaging a total capacity of 80,000 Nos. per annum are under consideration.

Accumulation of Coal at Pit-Heads due to Shortage of Wagons

928. SHRI S. R. DAMANI :
SHRI MADHURRYA HALDER :

Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether due to shortage of wagons since February last, huge quantities of coal have accumulated at the pit-heads ;

(b) what were the reasons for the shortage and the effects on the slow transportation of coal needed by various industries ;

(c) whether the Railways had drawn up plans for daily allotment of wagons ; and

(d) what steps are being taken to systematize the supply of wagons to the coal industry which is one of the major industries depending on railway haulage ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) The shortfall in supply of wagons and consequent increase in stock of coal at the pit-heads is confined to West Bengal and Bihar coal-fields only ; in other fields the position is normal.

(b) Drop in coal loading from West Bengal and Bihar fields during 1970-71 was partly because of less demands as compared to the previous year upto August '70, and thereafter due to the serious difficulties faced by the Railways in the Eastern Sector for reasons beyond their control *e.g.* large scale thefts of wagon fittings over head traction wires, telecommunication cables, track materials etc. victimisation of passenger and goods trains, assaults and murders of Railway staff, lightning and prolonged strikes by Railway staff, looting and arson of railway property at stations and offices, bomb attacks at stations, yards and colonies, bundhs, hartals and other such anti-social activities.

(c) Programmes for movement are drawn up in advance every month but the actual allotment of wagons for loading is done on a day to day basis, depending upon the anticipated materialisation of empties for the day.

(d) The single largest factor affecting the smooth train running and supply of wagons to collieries in West Bengal and Bihar fields has been the adverse law and order conditions in West Bengal. Maintenance of law and order is primarily the function of the State Governments and the matter is being followed up with them. Once the Railway working in that area is restored to normal there will be no difficulty in meeting the coal demands satisfactorily.

Schemes for Power Generation

929. SHRI S. R. DAMANI : Will the Minister of IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRI) be pleased to state :

(a) whether in view of the increasing power requirements, any major schemes for power generation have been worked out ;

(b) if so, the main features thereof ; and

(c) by when these schemes will start distributing power ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRALAYA MEN UP-MANTRI) (SHRI B. N. KUREEL) : (a) To meet the increasing power demand in the 4th Plan, the installed capacity in the country is being augmented to about 23 million kW by the end of 1973-74. Besides, schemes likely to give benefits during the Fifth and early Sixth Plans have also been identified.

(b) and (c). The names of schemes/units which are expected to be commissioned in 1971-72, 1972-73 and 1973-74 are given in statements I, II and III, laid on the Table of the House. [*Placed in Library. See* No. LT—265/71].

लोक सभा के हाल के चुनावों के पश्चात् मतपत्रों की जांच के लिए मांग

930. श्री नरेन्द्र सिंह बिष्ट : क्या विधि और न्याय मन्त्री यह बताने की कृपा करेंगे कि :

(क) हाल के लोक सभा के चुनाव के उन प्रत्याशियों की संख्या कितनी है जिन्होंने उन चुनावों के पश्चात् मत-पत्रों की जांच के लिए चुनाव आयोग को अभ्यावेदन दिये ; और

(ख) चुनाव आयोग ने कितने मामलों में

मत-पत्रों की जांच की है और कितने मामलों में अभ्यावेदन अस्वीकार किये गये हैं ?

विधि और न्याय मंत्रालय में राज्य मन्त्री (श्री नीतिराज सिंह चौधरी) : (क) बाईस ।

(ख) उक्त 22 मामलों में से, 13 मामलों में निर्वाचन आयोग द्वारा निर्वाचन अभिलेखों का निरीक्षण करने की अनुमति दी गई तथा अन्य 9 मामलों में आवेदन नामंजूर कर दिए गए ।

उत्तर प्रदेश के पिछड़े जिलों का औद्योगिक विकास

931. **श्री नरेन्द्र सिंह बिष्ट :** क्या औद्योगिक विकास मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या कुछ समय पूर्व योजना आयोग ने औद्योगिक रूप में पिछड़े हुए जिलों को अपना विकास करने के लिए उन्हें वित्त सस्थानों द्वारा उदार वित्तीय सहायता देने सम्बन्धी उन जिलो की कोई सूची तैयार की थी ;

(ख) क्या उत्तराखण्ड के छः जिलों—पौरीगढ़वाल, टेहरी-गढ़वाल, चमोली, उत्तरकाशी, अल्मोड़ा और पिथोरागढ़—को उक्त सूची मे शामिल किया गया है ; और

(ग) यदि हां, तो उल्लिखित प्रत्येक जिले के विकास के लिये कितनी राशि का नियतन किया गया है और इन जिलों के विकास संबधी परियोजनाओं अथवा कार्य-क्रमों की वर्तमान स्थिति क्या है ।

औद्योगिक विकास मंत्रालय में उप-मंत्री (श्री सिद्धेश्वर प्रसाद) : (क) और (ख). जी हां ।

(ग) पिछड़े जिलों/क्षेत्रों में उद्योग स्थापित करने के इच्छुक उद्यमी रियायती शर्तों पर वित्तीय संस्थाओं से सहायता पाने के पात्र हैं । कुछ चुने हुए जिलों (उत्तर प्रदेश में 2- बलिया और आजमगढ़)/क्षेत्रों में वे अचल पूंजी विनियोजन पर 10 प्रतिशत का केन्द्रीय अनुदान/सहायता पाने के भी पात्र होंगे । सरकार ने पिछड़े क्षेत्रों के विकास के लिए निधि का जिला/क्षेत्रवार आवन्टन नहीं किया हैं । विभिन्न जिलों/ क्षेत्रों में विकास की गति अब अधिकतर संबधित राज्य सरकारो, स्थानीय प्राधिकारियो और स्वयं उद्यमियों की पहलशक्ति पर निर्भर करेगी, जो इन रियायतों का लाभ उठाने के लिए वहां उद्योगों की स्थापना करने के इच्छुक हैं ।

उत्तराखण्ड में नदियों के जल से विद्युत का उत्पादन

932. **श्री नरेन्द्र सिंह बिष्ट :** क्या सिंचाई और विद्युत मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने उत्तराखण्ड की नदियों के जल से विद्युत का उत्पादन करने की दृष्टि से कोई सर्वेक्षण किया है ;

(ख) यदि हां, तो ऐसे कितने स्थान हैं जहां वाणिज्यिक उद्देश्यों के लिये विद्युत का उत्पादन किया जा सकता है तथा कितनी मात्रा में किया जा सकता है ;

(ग) उनमें से ऐसे कितने स्थान हैं जहां विद्युत-उत्पादन का कार्य आरभ हो चुका है तथा वहा कितनी मात्रा में उत्पादन होता है और इसके वितरण के बारे में क्या मानदंड अपनाये गये है ; और

(घ) उत्तराखण्ड में पन-बिजली की वृहत् सम्भावनाओं को देखते हुए क्या सरकार का विचार उक्त क्षेत्र का सर्वेक्षण करने का है और यदि हां, तो यह कार्य कब तक हो जाने की सम्भावना है ?

सिंचाई और विद्युत मंत्रालय में उप-मंत्री (श्री बैजनाथ कुरील) : (क) केन्द्रीय जल और विद्युत आयोग ने देशव्यापी जल-विद्युत सर्वेक्षण के दौरान उत्तराखण्ड की नदियों की क्षमताओं का मूल्यांकन किया है ।

(ख) स्थानों की सूची, उनकी स्थिति सहित, तथा इन स्थानों पर उपलब्ध विद्युत शक्यता नीचे दी जाती है।

नदी	स्कीम	विद्युत शक्यता
		(60%भार अनुपात पर किलोवाट)
अलकनंदा	अलकनंदा	66,500
"	लोगसी	100,000
"	नंदप्रयाग	71,000
"	लंगासू	71,000
भागीरथी	उत्तरकाशी	40,000
"	मनेरी भाली	65,000
शारदा	पचेश्वर	732,000
"	बमदेव	810,000
"	टनकपुर के निकट ड्राप	230,000

(ग) उपर्युक्त स्कीमों में से किसी ने भी अभी विद्युत का उत्पादन शुरू नही किया है। मनेरी भाली निर्माणाधीन है और पाचवी योजना के दौरान चालू होनी अनुसूचित है। इस स्कीम से विद्युत उत्तर प्रदेश राज्य ग्रिड से दी जाती है। बहरहाल, उत्तर प्रदेश सरकार ने उत्तराखड में निम्नलिखित लघु (माइक्रो) जलविद्युत स्कीमे स्थापित की हैं :—

	क्षमता (किलोवाट)
1. तेजय जल विद्युत	10
2. चमोली जलविद्युत	600
3. बद्रीनाथ जल विद्युत	30
4. पीपलकोटी जलविद्युत	5
5. सिमली जलविद्युत	5
6. उत्तरकाशी जलविद्युत	900
7. भटवारी जलविद्युत	50

इस क्षेत्र में उत्तर प्रदेश सरकार ने बहुत सी जलविद्युत परियोजनाओं के अनुसधान और सर्वेक्षण के कार्य हाथ में लिये हैं और जो सहायता आवश्यक होगी, केन्द्रीय सरकार देगी।

Changes in Industrial Licensing Policy

933. SHRI S. M. BANERJEE :
SHRI P. GANGADEB :

Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) whether Government are considering certain modifications in the industrial licensing policy to improve the industrial production ;

(b) if so, the main points on which modification is being considered ;

(c) how far such modification will help the production ; and

(d) the time by which it is likely to be taken ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD) : (a) to (d). The working of the new licensing policy, which was announced last year, is under constant review. Such modifications as are considered necessary, would be made in the light of experience and circumstances prevailing from time to time. While no major change in the licensing policy is contemplated for the present, it is proposed to liberalise the condition in respect of foreign exchange requirements for the purpose of exemption from licensing.

रेलवे खान-पान सेवा के एक कर्मचारी की बिड़लानगर स्टेशन पर मृत्यु

934. श्री अटल बिहारी वाजपेयी : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या आगरा-झांसी पैसेन्जर गाड़ी में कार्य कर रहे रेलवे खान-पान सेवा के एक स्थायी कर्मचारी, सैयद शकीर हुसेन 1 अप्रैल, 1971 को रात्रि को बिड़लानगर स्टेशन पर गाड़ी के नीचे आ गये एवं उनकी मृत्यु हो गई ;

(ख) यदि हां, तो क्या रेलवे पुलिस ने उनके मृत शरीर की पहचान कराने के लिये कोई कार्यवाही की ;

(ग) क्या पोस्ट मार्टम के पश्चात मृत

शरीर मेडिकल कालेज से ले लिया गया और एक पहाड़ी पर फेंक दिया गया था ;

(घ) क्या मृतक के परिवार के सदस्यों ने शरीर को जानवरों तथा कीड़ों द्वारा खाई हुई हालत में 5 अप्रैल, 1971 को ढूंढा था और उन्होंने जिलाधीश, ग्वालियर को इस सम्बन्ध में शिकायत की थी ; और

(ङ) क्या इस सारी घटना की जांच कर ली गई है और क्या कर्त्तव्यो की अपेक्षा करने के कारण रेलवे पुलिस के किसी अधिकारी को दड दिया गया है ?

रेल मंत्री (श्री हनुमंतैया) : (क) जी हां ।

(ख) जी नही । शव पहचान लिया गया था और मृत व्यक्ति के शव के निकट ही रेल की पटरी से बिल्ला नं० ढूंढ कर उठा लिया गया था ।

(ग) जी नहीं । चूंकि शव लेने के लिए कोई नही आया, इसलिए उसे एक व्यक्ति के हवाले कर दिया गया था जिसे उसकी अन्त्येष्ठि सामान का प्रबन्ध करने के लिए 15 रुपये दिये गये थे ।

(घ) और (ङ). 5-4-1971 को मृतक के सम्बन्धी ग्वालियर के जिला मजिस्ट्रेट के पास पहुँचे जिसने तत्काल स्थानीय रेलवे पुलिस को उनके साथ उस स्थान पर जाने का निदेश दिया जहा शव को गाड़ा गया था । शव को गलीसड़ी हालत मे कब्र से निकाला गया लेकिन उसे जतुओ या कीड़ों ने नही खाया था । इन्दौर की रेलवे पुलिस इस मामले की जांच कर रही है ।

Power Development Programme during the Fifth and Sixth Plans

935. SHRI S. M. KRISHNA :
SHRI P. GANGADEB ;

Will the Minister of IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRI) be pleased to state :

(a) whether his Mantralaya is working out certain proposals on a Power Development Programme to meet the demands during the Fifth and early Sixth Plans ;

(b) if so, the main features of the proposed Programme ;

(c) whether studies have been carried out by the Central Water and Power Commission in this regard ; and

(d) when the programme is expected to be implemented ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRALAYA MEN UP-MANTRI (SHRI B. N. KUREEL) : (a) Yes, Sir.

(b) The main features are as under :—

(i) It provides for increasing the installed generating capacity in the country to 52 million kW by 1980-81.

(ii) It has been drawn up on a regional basis.

(iii) New power generation schemes required for the purpose have been identified.

(iv) An attempt has been made to achieve a balance between the different energy sources for maximum economy and reliability.

(v) Regional and other imbalances are sought to be reduced.

(vi) The *per capita* consumption of electricity will increase from the present figure of about 90 kWh to 240 kWh in 1981.

(vii) New technical features, such as pumped storage hydro-electric plants, large size generating units and large power stations, will be introduced.

(c) Yes, Sir. Further studies will also be carried out as may be required from time to time.

(d) Action is being initiated in some cases even now. The programme will be implemented throughout the decade.

Through-Bogie between Howrah and Bangalore

936. SHRI G. Y. KRISHNAN : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state whether Government are considering the need for a through-bogie between Howrah and Bangalore ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : The request for introduction of a through coach between Howrah and Bangalore has been examined but has not been found feasible for want of room by the connected trains on this route.

Permission of Senior Railway Officials for use of Special Medicines Required for Railway Employees in T. B. Hospitals.

937. SHRI M. K. KRISHNAN : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether it is a fact the doctors of the T. B. Hospitals cannot administer special medicines like cycloserine, themiserine, trescatyl, uniphyranimide etc. to the Railway employees without the permission of the Zonal Railway Manager, if so, the details thereof ;

(b) the reasons for referring such cases to the Executive authorities considering that delays in sanction endanger the life of the patients ; and

(c) in what way Executive officers are considered competent to decide about the disease and treatment ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) to (c). The expenditure that the railways can incur on beds reserved by the railways in private sanatoria for treatment of tuberculosis among railway employees and members of their families is subject to a general ceiling per bed per annum. Where the cost of special medicines found necessary in the case of a few resistent to ordinary drugs, exceeds this ceiling, it is sanctioned separately, not with a view to the excutive exercising any control over the management of tuberculosis cases but with a view to keeping an over all control over expenditure. The power, exercised by by the Railway Board till 17th April, 1970 has, since that date, been delegated to the General Managers to be exercised in consultation with their Chief Medical Officers. This has not in any way interfered with the treatment since the patients are never delayed or denied the prescription or administration of such drugs. The Executive Authority does not have any say in the actual line of treatment, but only over the expenditure in excess of the prescribed ceiling.

Issue of Licences for Setting up of Industries in Bihar

939. SHRI SHYAMNANDAN MISHRA : Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) the number of licences granted for the establishment of industries in Bihar during the last three years ; and

(b) how does this number compare with the number of licences granted to other States ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD) : (a) During the last three years (*i.e.*from 1st January, 1968 to 31st December, 1970) 11 licences were issued under the Industries (Development and Regulation) Act, 1951 for the setting up of new industrial undertakings in Bihar.

(b) A statement showing the State-wise number of licences issued during the above period for the establishment of New Industrial Undertakings is attached.

Statement

	States	1968	1969	1970	Total
1	2	3	4	5	6
1.	Andhra Pradesh	2	2	3	7
2.	Assam	2	—	1	3
3.	Bihar	1	2	8	11
4.	Gujarat	2	5	11	18
5.	Haryana	4	1	7	12
6.	Kerala	1	1	1	3

1	2	3	4	5
7. Madhya Pradesh	—	2	—	2
8. Tamil Nadu	2	3	2	7
9. Maharashtra	7	9	15	31
10. Mysore	4	1	5	10
11. Orissa	2	1	1	4
12. Punjab	1	—	—	1
13. Rajasthan	1	—	1	2
14. Uttar Pradesh	4	2	3	9
15. West Bengal	3	5	5	13
16. Nagaland	1	—	—	1
Total	37	34	63	134

Increase in Air Conditioned and First Class Capacity of Railways

940. SHRI SHYAMNANDAN MISHRA : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) the trend in travel in air-conditioned First Class and ordinary First Class during 1961-70 ; and

(b) the increase in the Air Conditioned and First Class capacity of the Railways to meet the increasing requirements ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) and (b). The trend is as under :

		Air conditioned (excluding chair cars)	First class (suburban and non-suburban)
Passengers Originating (Millions)			
	1960-61	0.14	34.5
	1969-70	0.25	85.6
Percentage increase in 1969-70 over 1960-61		72	148
No. of Seats			
	1960-61	2479	81,225*
	1969-70	2477	131,193*
Percentage increase in 1969-70 over 1960-61		Nil	61.5

*Includes standing accommodation in Electric Multiple Unit suburban trains.

Production of Refrigerators, Air Conditioner and Electrical Goods

941. SHRI SHYAMNANDAN MISHRA : Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIC VIKAS MANTRI) be pleased to state the rise in production of (i) refrigerators ; (ii) air conditioners ; and (iii) other electrical goods during the last three years ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIC VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD) : A statement indicating the position in the organised sector is attached.

The precise figures of production in the Small Scale Sector are not available. It is, however, reported that the production of Refrigerators in the Small Scale Sector has remained more or less constant during the last three years while that of Room Air-Conditioners showed trend during 1967-68 and 1968-69 after which the production went down considerably due to various factors. As regards Electrical goods, it is estimated that there has been nearly 10 to 15 per cent annual increase in their production during the last three years.

Statement

Sl. No.	Industry	Accounting Unit	PRODUCTION			
			1967	1968	1969	1970
1.	Domestic Refrigerators	Nos.	39,478	49,900	48,614	64,784
2.	Room Air Conditioners	Nos.	180,72	12,933	12,949	17,037
3.	Electric Transformers (Power and Distribution)	Mill, KVA	5.24	4.84	5.04	7.35*
4.	Electric Motors (Excluding FHP DC and Traction Motors)	Mill. H.P.	2.06	1.91	2.08	3 00*
5.	Cables and Wires :					
	(a) ACSR/AAC	M.T.	70,161	57,461	59,541	64,991*
	(b) VIR/PVC	Mill. Meter	0.36	0.37	0.37	0.42*
	(c) Power Cables					
	(i) Paper Insulated	KM	2788	2358	2276	2389*
	(ii) PVC power cables	KM	14016	11677	13397	14002*
	(d) Winding Wires					
	(i) Enamelled covered	MT	8902	8894	10542	11314*
	(ii) Paper covered	MT	4228	3800	4043	5081*
6.	Switch gear and Central gear comprising circuit breakers/ switches and Motor starters	Rs. lakhs	1785	1921	2307	2964*
7.	Power Capacitors	KVAR	108039	157446	231702	229550
8.	GLS and other similar Lamps	Nos.	73702550	84506792	90332105	103725462
9.	Fluerescent Lamps	Nos.	5368160	7691777	10237165	10472277
10.	Electric Fans	Nos.	1376923	1466339	1354499	1442042

*Estimated

Disruption of Tambaram-Madras Electric Train Service

942. SHRI KALYANASUNDARAM : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state the reasons for the disruption in the running of Tambaram-Madras Beach suburban electric train service on the Southern Railway on 23rd April, 1971 ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : Failure of Power supply between Madras Egmore and Madras Park stations resulting in consequent failure of signal points and track circuits.

Regular Service for Casual Labourers Employed as Gangmen in Permanent Way Department

943. SHRI KALYANASUNDARAM : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) the total number of casual labourers in the Permanent Way, working as Gangmen on all the railways as on 31st March, 1971 ; and

(b) the policy of Government to regularise the services of these casual labourers ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) 1,03,275.

(b) In 1970 it was decided that recruitment to Class IV posts from outside should be banned and that all existing vacancies as well as those which may occur upto 31-12-1972 should be filled up from amongst casual labourers with service of six months and above. These casual labourers will also receive consideration for absorption against regular posts in accordance with this decision.

Railway Accident near Samalpathi (Southern Railway) on 11th-12th March, 1971

944. SHRI KALYANASUNDARAM : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether an accident occurred near Samalpathi on the Southern Railway on the night of 11-12th March, 1971, involving No 25 Express bound for Bangalore ; and

(b) the findings of the enquiry regarding the cause of the accident ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) Yes.

(b) According to the findings of the inquiry committee the derailment was the result of an act of sabotage by some person or persons unknown.

Rural Electrification in West Bengal

945. SHRI SAMAR GUHA : Will the Minister of IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRI) be pleased to state :

(a) whether Central funds have been allotted for rural electrification in West Bengal ;

(b) if so, main features of the scheme drawn out for the purpose in the State and the acreage of agricultural land that is to be covered by such schemes ;

(c) whether Midnapur-I and Midnapur-II Schemes have been drawn out for rural electrification of the district of Midnapur (West Bengal) ; and

(d) if so, when these Schemes are likely to be implemented and the time scheduled for their completion ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRALAYA MEN UP-MANTRI) (SHRI B. N. KUREEL) : (a) Rural Electrification schemes are financed from State Plan resources inclusive of overall Central assistance. In addition the Rural Electrification Corporation in the Central Sector provides funds for financing of rural electrification schemes. So far the Rural Electrification Corporation has sanctioned six schemes of the West Bengal State Electricity Board estimated to cost about Rs. 400 lakhs which, on completion, would provide for the electrification of 1344 villages and energisation of 6856 pumpsets.

(b) The State Electricity Board have drawn up schemes estimated to cost Rs. 9.43 crores for implementation under the State Plan. These schemes are expected to provide irrigation to an area of about 50,000 acres during the Fourth Plan.

(c) A scheme for the Midnapur District estimated to cost Rs. 96.14 lakhs for the electrification of 362 villages and the energisation of 1045 pumpsets has been sanctioned by the Rural Electrification Corporation. Another scheme relating to Midnapur district is expected to be submitted shortly by the State Electricity Board to the Rural Electrification Corporation.

(d) The schemes sanctioned by the Rural Electrification Corporation are expected to be completed within a period of five years or earlier.

Number of Candidates who Contested Mid-Term Election and Votes Polled

946. SHRI RAMAVATAR SHASTRI : Will the Minister of LAW AND JUSTICE (VIDHI AUR NYAYA MANTRI) be pleased to state :

(a) the total number of candidates who contested Lok Sabha mid-term elections, their number party-wise as also the number of independent candidates separately ;

(b) the number of votes polled by each party and independent candidates separately ;

(c) whether security deposits of a number of candidates have been forfeited ; and

(d) if so, the number thereof, party-wise, and the total amount earned by Government thereby ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (VIDHI AUR NYAYA MANTRALAYA MEN RAJYA MANTRI) (SHRI NITIRAJ SINGH CHAUDHARY) : (a) and (b). A statement giving the required information is attached.

(c) Yes, Sir.

(d) The information is being compiled.

STATEMENT

General Elections, 1971

House of the People

Parties	Total No. of contestants	Valid Votes Polled	Percentage
National Parties (Total)	1,222	11,41,60,734	77.86
Indian National Congress (Presided over by Shri Jagjivan Ram)	440	6,40,20,313	43.69
Indian National Congress (Presided over by Shri Nijalingappa)	238	1,52,79,039	10 43
Swatantra Party	59	44,98,187	3 07
Akhil Bhartiya Jana Sangh	157	1,07,88,896	7 36
Samyukta Socialist Party	93	35,55,104	2 43
Praja Socialist Party	63	15,25,787	1 04
Communist Party of India	87	69,22,477	4 72
Communist Party of India (Marxist)	85	75,10,931	5 13
State Parties	251	1,50,41,405	10 27
Bharatiya Kranti Dal	95	31,68,136	2.16
All India Forward Block	24	9,68,914	0 66
Vishal Haryana Party	8	3,52 514	0 24
Others	124	1,05,51,841	7.20
Registered Unrecognised Parties	173	51,20,050	3 49
Independents	1,135	1,22 78,977	8 38
Grand Total	2,781	14,65,41.166	100 00

Note 5—This statement does not include the figures of Ladakh (Jammu and Kashmir) constituency where the poll has been postponed.

Ballot Papers Found in Different Parts of Country

947. SHRI RAMAVATAR SHASTRI: Will the Minister of LAW AND JUSTICE (VIDHI AUR NYAYA MANTRI) be pleased to state:

(a) whether ballot papers sent for use in different parts of the country during the recent Lok Sabha elections have been found in a large number;

(b) whether some persons have been arrested in this connection; if so, their names and the names of the States to which they belong;

(c) whether Government have taken any action to conduct an enquiry into this matter; and

(d) if so, the main features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (VIDHI AUR NYAYA MANTRALAYA MEN RAJYA MANTRI) (SHRI NITIRAJ SINGH CHAUDHARY): (a) and (b). No, Sir.

(c) and (d). Do not arise.

दिल्ली से फैजाबाद-सुल्तानपुर और जौनपुर तक सीधी रेलगाड़ी की व्यवस्था

948. श्री जगन्नाथ राव जोशी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली से फैजाबाद-सुल्तान और जौनपुर तक कोई सीधी रेलगाड़ी चलती है ;

(ख) यदि हां, तो उस रेलगाड़ी का नाम क्या है और उसके आने और जाने के समय क्या हैं ; और

(ग) यदि उपरोक्त भाग (क) का उत्तर नकारात्मक है, तो क्या इस मार्ग पर कोई सीधी रेल-सेवा आरम्भ करने का विचार है ?

रेल मंत्री (श्री हनुमंतैया) : (क) जी नहीं ।

(ख) सवाल नहीं उठता ।

(ग) लखनऊ, फैजाबाद और जौनपुर के रास्ते दिल्ली और वाराणसी के बीच इस मार्ग की कुछ वर्तमान गाड़ियों को मिलाकर दिन के समय, एक तेज गाड़ी चलाने का विचार है । इस उद्देश्य से इसके लिए अपेक्षित अतिरिक्त टर्मिनल सम्बन्धी सुविधाओं का विकास किया जा रहा है । और उनके लगभग एक वर्ष के भीतर पूरा हो जाने की सम्भावना है ।

दिल्ली और सुल्तानपुर के बीच होने वाले यात्री यातायात की मात्रा को देखते हुए इन दो स्टेशनो के बीच एक सीधी गाड़ी चलाने का औचित्य नही पाया गया है ।

Rural Electrification of Malda District, West Bengal

951. SHRI MADHURYYA HALDAR: Will the Minister of IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRI) be pleased to state:

(a) whether no village in the whole District of Malda has been electrified so far;

(b) if so, whether Government propose to electrify the whole district of Malda; and

(c) if so, by which date?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER) (SINCHAI AUR VIDYUT MANTRALAYA MEN UP-MANTRI) (SHRI B. N. KUREEL): (a) No Sir. 75 Mouzas have been electrified in the district of Malda in West Bengal till the end of April, 1971.

(b) and (c). Out of 1602 Mouzas in the district of Malda, 517 Mouzas are expected to be electrified during the IV Plan. The time by which the remaining villages woald be electrified will depend on the resources available in the subsequent Plans.

Edamalayar Multi-Purpose Project

952. SHRI A. K. GOPALAN : Will the Minister of IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRI) be pleased to state :

(a) whether Government propose to give clearance to the Edamalayar Multipurpose Project immediately if so, the details thereof ;

(b) whether Government have received any representation from Members of Parliament from Kerala on the subject ; and

(c) if so, the action taken on the same ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRALAYA MEN UP-MANTRI) (SHRI B. N. KUREEL) : (a) to (c). The Edamalayar Project was received from the Government of Kerala in November, 1970. The Government of Kerala as well as some Members of Parliament have been urging the early clearance of the Scheme.

The preliminary comments of the Central Water and Power Commission on the scheme have been sent to the State Government. The Union Minister for Irrigation and Power had also, during his recent visit to Kerala about two weeks ago, discussions with the engineers of the State Government on this project. It has been suggested that the canal system for irrigation under the project should be investigated in detail with reference to various possible alternatives to find out to what extent the cost of the project could be reduced. The State engineers had also been asked to examine the possibility of locating the power-house at a place lower down. Clearance of the project will be considered after the suggestions have been examined by the State Government and a revised project, including modifications where necessary, is received.

Abolition of Hill Concession Ticket Facilities to Rail Passengers

953. SHRI BISHWANATH JHUNJHUNWALA : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether the Hill concession ticket facilities to rail passengers from this year have been abolished ;

(b) if so, the reasons therefor ;

(c) the total earnings under this head during 1969-70 ;

(d) whether his Mantralaya have taken other steps to augment Railway earnings ; and

(e) if so, the particulars thereof and the expected income on this account ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) No. The concession has been allowed this year from 12.5.1971 to 31.10.1971 but the minimum distance limit has been prescribed as 400 Kms.

(b) Does not arise.

(c) The information is being collected and will be placed on the Table of the House.

(d) Yes.

(e) The recent budget proposals for 1971-72 for increase in fares and freight rates are expected to bring in additional earnings of about Rs. 26.25 crores in the current financial year. Besides, additional revenue of about Rs. 40.20 crores is expected to accrue from the growth of traffic in the same period.

Coal Fields Facing Closure due to Shortage of Railway Wagons

954. SHRI BISHWANATH JHUNJHUNWALA : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether it is a fact that as many as 125 coal-fields in Bihar are facing closure as the pit-head stocks of these mines have accumulated to 4.9 million tonnes due to non-availability of Railway wagons ;

(b) whether the industry has repeatedly requested his Ministry to tackle the situation on an emergency basis ;

(c) whether the State Government have also made a similar request to his Ministry ; and

(d) if so, the steps taken by Government in this regard ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMAN-

THAIYA) : (a) This Ministry is not aware of any closure of mines in Bihar. The pithead stocks in Bihar at the end of January 1971 were however, 4.82 millon tonnes including 1.88 million tonnes coking coal against 3.48 million tonnes including 1.37 million tonnes of coking coal at the end of January 1970.

(b) and (c). Yes, Sir.

(d) Drop in coal loading from West Bengal-Bihar fields during 1970-71 was partly because of less demands as compared to the previous year upto August 1970 and thereafter due to the serious difficulties faced by the Railways in the Eastern Sector for reasons beyond their control. The single largest factor affecting the smooth train running and supply of wagons to collieries in this field has been the adverse law and order conditions in West Bengal and the massive increase in such miscreant activities, as the thefts of wagon fittings, over-head traction wires, telecommunication cables, track materials etc., victimisation of passenger and goods trains, assault and murders of railway staff, looting and arson of railway property at stations and offices, lightning and prolonged strikes by railway staff, bomb attacks at stations, yards and colonies, bundhs, hartals, and other stoppages of work paralysing railway operation and many other such anti-social activities. Proper and effective action to control such activities is a function of the State Governments. The Railways on their part have strengthened their own Protection Force in the area to the maximum extent possible. Closest possible coordination is being maintained by the Railway authorities at all the levels with the State Government of West Bengal to enable them to deal with such activities effectively. They have been requested at the highest level to take firm and effective steps to restore normalcy in railway working in the area. There has, however, been no improvement in the situation so far.

Investment in Industries in West Bengal

955. SHRI BISHWANATH JHUNJHUNWALA : Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) whether it is a fact that during the last two years there has not been any appreciable increase in investment in industries in West Bengal ;

(b) whether the situation is the same both for public sector and private sector industries ; and

(c) if so, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD) : (a) to (c). It is true that during the last two years or so a number of factors including difficult labour management relations, recessionary conditions in certain industrial sectors, shortage of raw materials, strikes, lock-outs, etc. contributed to a slowing down of industrial growth in West Bengal. While the conditions affected both the private and public sectors, in respect of the latter, however, the actual expenditure in 1969-70 and the anticipated outlay in 1970-71 for large and medium industrial schemes in the State were of the order of Rs. 111.54 lakhs and Rs. 139.46 lakhs respectively as against an approved provision of Rs. 945.77 lakhs for large and medium industries in the State for the entire Fourth Plan.

Transport Subsidy for Industries in Backward Areas

956. SHRI BISHWANATH JHUNJHUNWALA :
SHRI R. KADANAPALLI :
SHRI T. S. LAKSHMANAN :

Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) whether Government have formulated a scheme to give subsidy on transport for transporting raw materials for industries to be set up in backward area ;

(b) if so, the details thereof ;

(c) whether it is a fact that only Jammu and Kashmir, Assam and Meghalaya, Nagaland, Manipur, Tripura and N.E.F.A. have been included in the backward areas ; and

(d) if so, the reasons for not including States or parts of States which are economically backward ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD) : (a) and (b).

The Planning Commission has made certain proposals for giving transport subsidy for industries in the States of Jammu and Kashmir, Assam including Meghalaya and Nagaland and the Union Territories of Manipur, Tripura and N.E.F.A. Details of the proposals are given in statement 'A'. These proposals are under active consideration of the Government.

(c) and (d). Among the various backward States and Union Territories only Jammu and Kashmir, Assam including Meghalaya, Nagaland, Manipur, Tripura and N.E.F.A. have been selected for transport subsidy, keeping in view the remoteness of these areas and consequent high cost of transport of raw materials/finished products involved in setting up industries there.

Statement 'A'

Recommendations of the Committee on Transport Subsidy :

(i) A transport subsidy should be given by the Centre for promoting growth of industries of all sizes in certain selected areas.

(ii) The scheme of transport subsidy should be limited only to the States of Jammu and Kashmir, Assam including Maghalaya, Nagaland and the Union Territories of Manipur, Tripura and N.E.F.A.

(iii) Transport subsidy should be given only in respect of industrial raw materials which are brought into and finished products taken out of the State of Jammu and Kashmir and the north-eastern region, and not for internal movement.

(iv) In the case of Jammu and Kashmir State, the subsidy should be given for transport costs between the rail-head at Pathankot and the site or location of an industrial unit in the State. When the railway line is extended up to Jammu and opened for traffic, subsidy may be restricted to movements between Jammu and the site of an industrial unit.

(v) In the case of Assam, including Meghalaya, Nagaland, N.E.F.A. Manipur and Tripura, subsidy should be given on the transport costs between Siliguri and the side of an industrial unit. While calculating the transport costs, the cost of movement by rail to/from the nearest railway station and cost of movement by road from/to the nearest rail-head to/from the location of an industrial unit, should be taken into account. In the case of goods moving entirely by road or other mode of transport, the transport charges may be limited to the amount which the unit might have paid had the goods moved by rail up to the nearest rail-head and thereafter by road.

(vi) Freight charges for movement by road should be determined on the basis of transport rates fixed by the Government concerned from time to time or the actual freight paid, which ever is lower.

(vii) Cost of loading or unloading and other handling charges such as from the railway station to the site of units should not be taken into account for the purpose of determining the transport subsidy

(viii) All new industrial units to be set up subsequent to the announcement about the transport subsidy, should be eligible for subsidy equivalent to 50 per cent of the transport costs of both raw materials as well as finished products.

(ix) The existing units should also be eligible for the subsidy provided that they undertake expansion of diversification subsequent to the announcement about the transport subsidy, resulting in an increase in production of at least 25 per cent over the average annual output during the preceding three years. In such cases, the subsidy should be restricted to 50 per cent of the transport costs of the additional raw materials required and finished goods produced as a result of the expansion or diversification.

(x) Except for the plantations, refineries and the power generating units, all other industries, in the public as well as the private sectors, should be eligible for the transport subsidy, irrespective of the size of the industrial units.

(xi) 50 per cent of the transport charges for movement of steel from the Gauhati stockyard to the site of the industrial unit in the north-eastern region should also be subsidised.

(xii) Claims for transport subsidy should be scrutinised and settled by the Directorates of Industries of the States and Union Territories and, there after the Governments concerned should be reimbursed by the Ministry of Industrial Development and Internal Trade.

(xiii) In order to check any misuse of the subsidy, it would be necessary for these Directorates of Industries to carry out periodical checks to ensure that the raw materials and the finished products in respect of which the subsidy had been given, were actually used for the purpose by a system of scrutinising of consumption of the raw materials and the output of the finished products.

(xiv) The proposed scheme of transport subsidy should be implemented for a period of five years.

Protest Strike by the Employees of B. R. Singh Railway Hospital Sealdah (West Bengal)

957. SHRI MANORANJAN HAZRA : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether the employees of B. R. Singh Railway Hospital at Sealdah, West Bengal went on strike on 16th April, 1971 in protest against the attack on the employees by some miscreants ; and

(b) if so, whether any action had been taken to punish the culprits ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) Yes, Sir.

(b) Yes, the Government Railway Police Sealdah, registered a case under different sections of Indian Penal Code and sections 4 and 5 of the Indian explosives Act and arrested two persons ; one of them was subsequently also detained under the Prevention of Violent Activities Act.

Non Availability of Medicines from Railway Hospital, Perambur, Madras

958. SHRI B. N. REDDY : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether Government have received any memorandum from the Dakshin Railway Employees Union, Headquarters Office Branch, Madras, about the mal treatment to them and the non-availability of medicines from the railway Hospital Perambur, Madras ;

(b) if so, the main points stated in the memorandum ; and

(c) the action taken by Government to redress the grievances of the workers ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) No. However a leaflet circulated by this unrecognised Union has been received by the Chief Medical Officer of the Southern Railway.

(b) The main allegations are callousness of doctors, non-availability of medicines, inferior quality of spectacles supplied, non-grant of sick leave etc.

(c) The allegations have been looked into and found to be unsubstantiated. In fact, the quality of service in the Railway Hospital at Perambur and new General Offices Dispensary, Madras has been steadily improving alongwith the growing number of patients admitted there.

हाल ही में हुये लोक सभा के चुनावों के पश्चात मतपत्रों की जांच करने की अनुमति देना

959. श्री अटल बिहारी बाजपेयी : क्या विधि और न्याय मंत्री यह बताने की कृपा करेंगे कि :

(क) उन उम्मीदवारों के नाम क्या हैं

जिन्होंने हाल ही में हुए लोक-सभा के चुनावों के पश्चात् मत-पत्रों की जांच करने की अनुमति मांगी थी और निर्वाचन आयोग ने उनमें से किन-किन उम्मीदवारों को अनुमति दी थी और किन-किन को नहीं दी थी ;

(ख) इस प्रकार की अनुमति देने या न देने के लिए क्या कसौटी है ; और

(ग) क्या चुनाव आयोग ने सुझाव दिया है कि निर्वाचन आयोग की मतपत्र जांच करने की अनुमति देने की शक्ति समाप्त कर दी जानी चाहिए ?

विधि और न्याय मन्त्रालय में राज्य मंत्री (श्री नीतिराज सिंह चौधरी) : (क) लोकसभा के हाल ही के निर्वाचनों के पश्चात् निर्वाचन अभिलेखों का निरीक्षण करने के लिए जिन अभ्यार्थियों को अनुमति दी गई या देने से इंकार किया गया उनके नाम अलग-अलग दर्शाने वाले दो विवरण सभा पटल पर रख दिए गए हैं। [**ग्रन्थालय में रख दिये गये। देखिए** संख्या एल० टी०---266/71]

(ख) प्रत्येक आवेदन पर उसके अपने गुणागुण के आधार पर विचार किया गया। इसलिए इस विषय में अनुमति देने या देने से इन्कार करने के सम्बन्ध में ऐसे मामलों में निर्वाचन आयोग द्वारा जांच का कोई निश्चित तरीका नहीं अपनाया जा सकता था। फिर भी आयोग ने निरीक्षण के आवेदन उन मामलों में मंजूर कर लिए जिनमें निर्वाचित अभ्यर्थी और उसके बाद अधिकतम मत प्राप्त करने वाले अभ्यर्थी द्वारा प्राप्त किए गए मतों के बीच अन्तर अधिक नहीं था, जिनमें मतों के बड़े पैमाने पर अनुचित रूप से मंजूर किए जाने या अनुचित रूप से नामंजूर किए जाने के बारे में थे और उनके समर्थन में विश्वसनीय प्रमाण और तथ्य भी मौजूद थे तथा यहां आयोग की राय में ऐसे निरीक्षण से न्याय का पक्ष भी मजबूत हो सकता था और साथ ही मत की गोपनीयता का अतिक्रमण होने की संभावना भी नहीं थी। ऐसे निरीक्षण के लिए अनुमति देने से आयोग ने उन मामलों में इन्कार कर दिया जिनमें आयोग को इस बात का विश्वास हो गया कि निरीक्षण की अनुमति दिए जाने की प्रार्थना के समर्थन में लगाए गए आरोप अत्यन्त तुच्छ तथा सारहीन हैं या छान-बीन के लिए जांच कराने का प्रयत्न करने के लिए लगाए गए हैं। इस सम्बन्ध में यह और बता दिया जाए कि प्रत्येक मामले में, निरीक्षण की अनुमति देने या देने से इन्कार करने वाला आदेश, इलाहाबाद उच्च न्यायालय द्वारा हाल में दो मामलों में प्रतिपादित सिद्धांतों को ध्यान में रख कर दिया गया था।

(ग) जी नहीं।

मतदाताओं को निर्वाचन कार्ड देना

960. **श्री अटल बिहारी वाजपेयी** : क्या विधि और न्याय मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या निर्वाचन आयोग के अनुसार अक्तूबर माह के अन्त तक 12 करोड़ मतदाताओं को तथा शेष 15 करोड़ मतदाताओं को भी शीघ्र ही निर्वाचन कार्ड दिए जायेंगे ; और

(ख) यदि हां, तो इस संबंध में योजना की रूप रेखा क्या है ?

विधि और न्याय मंत्रालय में राज्य मंत्री (श्री नीतिराज सिंह चौधरी) : (क) चौदह राज्यों और चार संघ राज्य क्षेत्रों में, जहां चालू वर्ष के दौरान घर-घर जाकर सत्यापन करने के बाद निर्वाचक नामावलियों का पुनरीक्षण गहन रूप से किया जा रहा है या जल्दी ही किया जाने वाला हैं, गृह स्वामियों को निर्वाचन कार्ड दिए जायेंगे। आशा की जाती है कि उन व्यक्तियों की संख्या जिनके नाम निर्वाचक कार्डों में और उसके बाद निर्वाचक-नामावलियों में सम्मिलित किए जायेंगे, लगभग 23 करोड़ तक

पहुंच जाएगी। शेष राज्यों और संघ राज्य क्षेत्रों में निर्वाचक नामावलियों का संक्षिप्त पुनरीक्षण इस वर्ष के दौरान किया जाएगा। इन शेष रहे राज्यों में निर्वाचक कार्डों की प्रणाली निर्वाचक नामावलियों के अगले गहन पुनरीक्षण के समय प्रारम्भ की जायेगी।

(ख) स्कीम की मोटी रूप रेखा विवरण में दी गई है।

विवरण

(i) प्रगणकों को, जो घर-घर जाकर निर्वाचक नामावलियों में नामों का सत्यापन करने के लिए हर सभा निर्वाचन क्षेत्र के लिए भारी संख्या (चालीस, पचास, साठ या इससे भी अधिक) में लगाए गए हैं।

(ii) हर घर में सब पात्र व्यक्तियों के अर्थात् उनके नाम, जो 1 जनवरी, 1971 को 21 वर्ष की आयु से कम के नहीं हैं और मामूली तौर से उस निर्वाचन क्षेत्र के निवासी हैं, प्रगणना पुस्तक में सम्मिलित हैं। प्रत्येक घर के लिए प्रगणना-पुस्तक के एक या अधिक पृष्ठ उपयोग में लाए जाते हैं।

(iii) एक घर के सब पात्र व्यक्तियों के नाम प्रगणना-पुस्तक के पृष्ठ या पृष्ठों पर अभिलिखित कर दिए जाने के बाद, ऐसे पृष्ठ या पृष्ठों पर, प्रगणक के और घर के मुखिया या ज्येष्ठ सदस्य, जो प्रगणना के समय उपस्थित रहा हो, दोनों के द्वारा हस्ताक्षर किए जाते हैं।

(iv) प्रगणक से अपेक्षा की गई है कि वह एक ही घर पर अनेक बार जाए यदि घर के सब पात्र व्यक्यिों के नामों की सही प्रगणना करने और उन्हें अभिलिखित करने के लिए ऐसा करना आवश्यक हो।

(v) प्रगणना-पुस्तक के उस पृष्ठ या पृष्ठों की प्रतिलिपि जिनमें घर के उन पात्र व्यक्तियों के नाम दिए गए हैं, जिन्हें निर्वाचक नामावलियों में सम्मिलित किया जाना हैं, कार्बन कागज की सहायता से स्थल पर ही तैयार की जाती है और वह प्रतिलिपि घर के उस मुखिया या ज्येष्ठ सदस्य को दी जाती है जिसने उस पर हस्ताक्षर किए हैं।

(vi) घर के मुखिया या ज्येष्ठ सदस्य को दी गई यह द्वितीय प्रतिलिपि, सुविधा के लिए "निर्वाचक-कार्ड" कही गई है। इस प्रणाली का आशय यह है कि सम्बद्ध सभा निर्वाचन क्षेत्र की निर्वाचक नामावली में सम्मिलित किये जाने के लिये, उस घर को एक लिखित दस्तावेज उपलब्ध करा दिया जाये जिसमें उस घर के सब पात्र 'व्यक्तियों' के नाम िए गए हों।

(vii) यह सुनिश्चित करने के लिए कि प्रगणना का कार्य उचित रूप से, सम्पूर्ण रूप से और गहन रूप से किया जाता है, प्रत्येक सभा निर्वाचन क्षेत्र के लिए चालीस, पचास, साठ या और अधिक प्रगणक नियुक्त किए गये हैं।

(viii) प्रत्येक निर्वाचन क्षेत्र के लिए प्रगणकों के कार्य की जांच करने के लिए, भारी संख्या में पर्यवेक्षक नियुक्त किए गये हैं।

(ix) पर्यवेक्षक का यह कर्त्तव्य है कि वह प्रगणना-पुस्तक में प्रगणकों द्वारा की गई इतनी प्राविष्टियों की अचानक और आकस्मिक जांच करें

जितनी की जांच की जा सकती हो। यह इस बात को सुनिश्चित करने के लिए है कि सब पात्र व्यक्तियों के प्रगणना-पुस्तक में सही रूप से अभिलिखित कर लिए जाएं।

(x) इसके अतिरिक्त, राज्यों के मुख्य निर्वाचन आफिसरों के माध्यम से सब सभा निर्वाचन क्षेत्रों के निर्वाचन रजिस्ट्रीकरण आफिसरो को इस आशय के स्पष्ट और विनिर्दिष्ट अनुदेश दिए गए हैं कि प्रगणकों की प्रगणना-पुस्तकों से हस्तलिखित निर्वाचक नामावलियां तैयार करते समय प्रविष्टियों की अनुलिपि बनाने में अधिकतम सावधानी और सतर्कता बरती जाए जिससे एक भी नाम, जो प्रगणना-पुस्तको में दिया गया है, भूल या अनवधानता के कारण निर्वाचक नामावलियों से लुप्त न होने पाए।

(xi) पात्र व्यक्तियों को अधिक से अधिक सहायता और मदद देने के लिये, इस आशय के निदेश दिए गए है कि निर्वाचक रजिस्ट्रीकरण नियम 1960 के नियम 14 के अधीन भारी संख्या में अधिकारी पदाभिहित किये जाये जिससे कोई भी व्यक्ति, जो दावा या अपत्ति फाइल करना चाहे, ऐसे पदाभिहित अधिकारी से आवश्यक प्ररूप किसी कठिनाई के बिना प्राप्त कर सके और अपना दावा या आपत्ति भी किसी कठिनाई के बिना उस पदाभिहित अधिकारी के समक्ष फाइल कर सके।

(xii) अन्ततः उप निर्वाचन आयुक्तों और सचिवों जैसे निर्वाचन आयोग के ज्येष्ठ अधिकारियों के साथ मुख्य निर्वाचन आयुक्त स्वयं और सम्बद्ध राज्यों के मुख्य निर्वाचन अधिकारी और ज्येष्ठ अधिकारी इस बात की जांच और सत्यापन करने के लिए कि प्रगणकों द्वारा प्रगणना-पुस्तकों में प्रविष्टियां कितनी शुद्धता से की जा रही है और प्रगणना-पुस्तकोंकी द्वितीय प्रतियां घरों के मुखियाओं या ज्येष्ठ सदस्यों को दी जा रही हैं या नही, विभिन्न राज्यों में कितने ही ग्रामीण और नागरीय क्षेत्रों का दौरा कर रहे है।

Rail Link from Guna to Shivpuri Madhya Pradesh

961. SHRI ATAL BIHARI VAJPAYEE ; Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether Government have received any representation to extend rail link from Guna to Shivpuri in Madhya Pradesh ; and

(b) if so, the decision taken thereon ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) Representations have been received in the past for extension of the Railway line from Guna to shivpuri.

(b) Due to paucity of funds and lack of adequate traffic justification it is not possible to consider this extension at present.

Train Robbery in 63 UP Asansol-Ranchi Passenger Train

962. SHRI KRISHNA HALDER : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether the attention of Government has been drawn to the train robbery in 63 Up Asansol-Ranchi passenger train on 3rd April, 1971, if so, the details thereof ;

(b) whether any culprits have been apprehended ; and

(c) the safety measures taken by Government to protect the passengers from such incidents ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) Yes. Brief particulars are given in the statement attached.

(b) 21 criminals have so far been arrested.

(c) (i) Apart from tighteing up normal security arrangements by the Government Railway Police, such as keeping watch at important stations and periodical raids to round up criminals and antisocial elements, Government Railway Police escorts are provided on important night passenger trains.

(ii) Close liaison is maintained by the Railway Prtoection Force with the Government Railway Police so that crime is effectively checked and surveillance is kept over had characters.

(iii) Co-ordination meetings at all levels are also held by the Railway Protection Force Officials with the Government Railway Police officials with a view to improving prevention and detection of crime on Railways.

(iv) Strict instructions have also been issued to the Railway Protection Force Staff, on duty in yards or station platforms for guarding Railway Property to rush to the scene of crime and render all possible help to the victims.

Statement

Brief details about the incident are as follows :

On 3-4-1971, train No. 63 UP Hatia-Ranchi-Asansol Passenger left Mohuda at 22.50 hours and was stopped unusually due to alarm chain pulling between Mohuda and Jamuniatand Stations. A group of criminals numbering about 30-35 boarded the train and entered different 3rd class compartments, assaulted the passengers and intimidated them by explosion of bombs and snatched away their personal belongings at the point of pistols, knives and other deadly weapons. They also looted parcels from the luggage van of the train. The train was escorted by 2 Government Railway Police Constables equipped with lathis. During resistance given by the Government Railway Police Constables, one of them sustained injuries.

Railway Protection Force Dog of Kharagpur Kennel was utilised in this case on 5-4-1971, who led the Police to the houses of two accused persons. They were arrested on 6-4-1971 and on interrogation are reported to have admitted their complicity in this case. Subsequently 19 more suspects were arrested in this case. During raids conducted in the houses of accused persons, large quantities of stolen materials were recovered. Besides, 3 country made pistols, 25 bombs, 15, 12 bore cartridges and some other weapons were also recovered. Five parcels were recovered from the bushes from near the place of occurrence.

Government Railway Police, Bhojudih registered case No. 2 on 4-4-1971 under section 395/412 IPC in this connection and their investigations still continues.

Mail Bags piled up due to strike by Railwaymen in Barauni

963. SHRI RATTANLAL BRAHMAN : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state the measures taken for the clearance of hundreds of mail bags which are piled up in the R. M. S. Offices in the locality of Barauni due to the strike by the Railwaymen there ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : To meet the situation created by the illegal strike in the Barauni area of the North Eastern Railway, special arrangements were made by the Posts and Telegraphs Department for diversion of mails by alternative routes, by road transport and other means. The work of Barauni RMS was concentrated at Samastipur RMS by pressing a soecial set into service. As a result of these measures, there was no hold up of mails any where in Barauni region.

बिकानेर डिवीजन (उत्तर रेलवे) में रेलवे यात्रियों के लिये पीने के पानी की सुविधाएं

964. श्री पन्नालाल बारूपाल : क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या उनका मन्त्रालय उत्तर रेलवे की बीकानेर डिविजन में, जहां गर्मी के मौसम

में ठंडे पानी की बहुत कमी हो जाती है, रेलवे यात्रियों के लिये पीने का पानी सप्लाई करने की व्यवस्था कर रहा है;

(ख) क्या उत्तर रेलवे की बीकानेर डिवीजन में सूतरगढ़ रेलवे स्टेशन पर कई वर्ष से पानी का "कूलर" लगाने की मांग करते रहे हैं और यदि हां, तो इस सम्बन्ध में अब तक कितनी प्रगति हुई है;

(ग) क्या सूरतगढ़ और हनुमानगढ़ के बीच पीलीबंगा रेलवे स्टेशन पर रेलवे कर्मचारियों और यात्रियों के लिये पीने के पानी की कोई व्यवस्था नहीं है ; और

(घ) यदि हां, तो क्या नहर के पानी को फिल्टर करके नलकों के माध्यम से पीने का पानी सप्लाई करने की व्यवस्था की जा रही है?

रेल मन्त्री (श्री हनुमंतैया) : (क) जी हां ।

(ख) धन की कमी के कारण सूरतगढ़ स्टेशन पर जल-शीतक की व्यवस्था करना अभी संभव नहीं हो सका हैं । फिर भी, सूरतगढ़ सहित उन सभी स्टेशनों पर, जहां पाइप के जरिए पानी की सप्लाई और बिजली उपलब्ध है और जहां प्रति दिन औसतन 1000 (आगत और निर्गामी) या उसमे अधिक यात्री आते जाते हैं, अगले 5 वर्षों में एक निर्धारित कार्यक्रम के आधार पर जल-शीतकों की व्यवस्था करने का प्रस्ताव है ।

(ग) पीली बंगा रेलवे स्टेशन पर पानी की चल टंकियों के जरिये यात्रियों और रेल कर्मचारियों को पीने का पानी सप्लाई करने की व्यवस्था मौजूद है । पानी की ये टंकियां हनुमानगढ़ से आती हैं ।

(घ) सवाल नहीं उठता ।

राजस्थान में श्री कोलयात से फालोदी तक नई रेलवे लाइन

965. **श्री पन्नालाल बारूपाल** : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि क्या श्री कोलयात रेलवे स्टेशन से फालोदी तक और और इन क्षेत्रों के पाकिस्तानी सीमा के निकट होने के विचार से उत्तर रेलवे पर बीकानेर डिविजन में राजस्थान नहर के साथ-साथ अनूपगढ से रेलवे लाइन बिछाने की कोई योजना है ?

रेल मन्त्री (श्री हनुमंतैया) : राजस्थान में श्री कोलयात और फलौदी के बीच एक मीटर लाइन बनाने के प्रस्ताव पर विचार किया जा रहा है । अनूपगढ़ से राजस्थान नहर के साथ-साथ नई रेलवे लाइन बनाने का इस समय कोई प्रस्ताव नही है ।

राजस्थान में चुरु से हनुमानगढ़ तक नयी रेलवे लाइन

966. **श्री पन्नालाल बारूपाल** : क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार उत्तर रेलवे के बीकानेर डीविजन में तारा नगर मार्ग से चुरू से लेकर हनुमानगढ़ तक एक नई रेलवे लाइन का निर्माण करने का है ; और

(ख) यदि हां, तो इस लाइन पर कार्य कब तक आरम्भ हो जायेगा ?

रेल मन्त्री (श्री हनुमंतैया) : (क) जी नहीं ।

(ख) सवाल नहीं उठता ।

गया-रांची रेलवे लाइन

967. **श्री एल० डी० सिंह** : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या बरास्ता छपरा रेलवे लाइन,

गया-रांची से नई रेलवे लाइन बिछाने के बारे में कोई योजना है ;

(ख) क्या इसके लिये सरकार ने कोई सर्वेक्षण किया है ; और

(ग) क्या सरकार ने हजारीबाग जिले में, जिसके विकास में रेलवे लाइनों के अभाव के कारण बाधा पड़ी है, रेलवे लाइन बिछाने के कार्य में कोई प्रगति की है ?

रेल मन्त्री (श्री हनुमंतया) : (क) जी नही ।

(ख) जी हा । इस लाइन के लिए 1946-47 मे इंजीनियरी और यातायात सर्वेक्षण किए गये थे जिन से मालूम हुआ था कि इस लाइन के निर्माण का कोई औचित्य नही है ।

(ग) रेलवे का विकास कार्यक्रम किसी राज्य अथवा क्षेत्र के आधार पर नही बल्कि राष्ट्रीय हित मे समग्र विकास के आधार पर किया जाता है । हाल मे बिहार के हजारी बाग जिले में कोई नयी रेलवे लाइन नही बनायी गयी है।

Extension of Railway Lines from Sevalia to Balasinor-Virpur-Lunawada (Western Railway)

968. SHRI D. D. DESAI : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether the authorities had surveyed extension of Western Railway line from Sevalia to Balasinor-Virpur-Lunawada and beyond into Sabarkanta in view of its large agricultural and mineral potentialities ; and

(b) if so, the efforts being made by Government to provide Railway facilities to the above backward areas ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) No.

(b) Due to paucity of funds and inadequate traffic justification, the proposal for construction of any new railway line in this area will not merit consideration during the Fourth Five Year Plan period.

Speed of Trains in Gujarat

969. SHRI D. D. DESAI : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state when present obsolete alignments of tracks will be corrected to ensure an average 60 miles per hour speed of Railway trains operating in Gujarat ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : Speed of 60 m.p.h. is at present permitted only on B. G. trunk routes and main lines. There are no obsolete alignment on such B. G. sections in Gujarat, requiring correction for permitting a speed of 60 m.p.h. On B. G. branch lines as also on Metre Gauge and Narrow Gauge lines, the speeds are necessarily lower.

Restoration of Timings of Trains Passing Through South Gujarat

970. SHRI D. D. DESAI : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state when the timings of trains passing through South Gujarat, which were extended by a couple of hours after Narmada and Tapti floods, will be restored and the great hardships and inordinate delays to general public remedied ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : To the extent feasible, the extra time provided by trains on Bombay-Baroda section in the wake of floods/breaches last year, has already been curtailed. The engineering allowance of 155 minutes each in the Down and Up directions provided in October, 1970 was reduced to 135 minutes from 18-1-1971 and further to 118 minutes from 1-4-1971. In the context of works in progress on the route for electrification of Virar-Sabarmati Section further curtailment of extra engineering time will be possible after completion of the electrification works.

Extension of Embankments of River Kamla in Bihar beyond Jai Nagar to Sisapani in Nepal

971. SHRI BHOGENDRA JHA : Will the Minister of IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRI) be pleased to state :

(a) whether there is an agreement with the Government of Nepal for extending the

embankments of river Kamla in Bihar beyond Jai Nagar upto Sisapani in Nepal ; and

(b) if so, the causes of delay and the anticipated period of the beginning and completion of the project ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SINCHAI AUR VIDUT MANTRALAYA MEN UP-MANTRI) (SHRI B. N. KUREEL) : (a) and (b). There is no agreement with H.M.G. Nepal for extending the embankments of the Kamla in Bihar beyond Jai Nagar upto Sisapani. They have however agreed in principle for such extension of embankments.

The State Government have decided to implement an alternative scheme which provides for strengthening of right bank of Western Kamla Canal and the left bank of Eastern Kamla Canal to serve as flood banks and adequate cross drainage works for protecting the irrigated areas from the spills of the Kamla. The work on this alternative scheme has been taken up by the State Government. It is proposed to watch the effect of these works before considering the extension of the embankment in Nepal territory.

Issue of Licences to Monopoly Houses

972. SHRI BHOGENDRA JHA : Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) the number of new licences granted to each of the 75 monopoly houses named by the Monopolies Commission during the last three years ;

(b) the date and specific purpose of granting these licences ; and

(c) whether Government propose to stop further grant of licences to the monopoly houses, and if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD) : (a) and (b). During the last three year *viz.* 1968, 1969 and 1970, 12 industrial licences for setting up of new industrial undertakings were issued to the Larger/Large Industrial Houses. Details regarding names of the Industrial Houses and dates of issue of licences as well as items of manufacture are given in the attached statement.

(c) In the interest of accelerating industrial growth and the need for creating greater employment opportunities in the country, Government does not contemplate any blanket denial of grant of industrial licences to the Larger/Large Industrial Houses. While Government's policy is to give maximum encouragement to newer and comparatively smaller entrepreneurs in the industrial development of the country, the energies and expertise of these Houses would also be utilized in the larger interest of the economy.

The main purpose is to ensure a greater degree of regulatory control in respect of the future growth and activities of the Houses. The "Larger Houses" will be expected to participate along with others primarily in the 'Core' and 'heavy investment sectors'. Undertakings belonging to or controlled by the 20 Larger Industrial Houses cannot expand or diversify in future without a licence. Expansion of existing undertakings falling in these categories in the 'middle' sector would be permitted only if such expansion is in the interest of greater cost efficiency or it is concisdered essential to reach a minimum economic size. Applications from these concerns would be considered for new undertakings even in the 'middle' sector, provided these are established in backward areas where no other entrepreneur is willing to invest, or substantial exports are undertaken.

Statement

Name of the Industrial House	No. of licences issued for new Undertaking	Date of licence	Item of manufacture
1	2	3	4
Andrew Yule	1	22.12.70	Flameproof Air break Circuit Breakers
Birla	2	30.5.68 16.10.68	Staple Fibre Yarn G. L. S. Lamps and Flourescent lamps

1	2	3	4
I.C.I.	1	28.8.68	Synthetic Paints
Sarabhai	1	25.11.70	Polyester Staple Fibre
Shri Ram	1	10.3.69	Table/Pedestal/Wall fans and Ceiling Fans
Jaipuria	1	6.12.68	Cotton Yarn
Kamani	1	23.4.70	Cold Rolled Steel Strips
Kothari (D. C.)	1	6.11.70	Sugar
Shaw Wallace	1	31.8.68	Compressed Bakers yeast, Yeast Extract
T.V. Sundaram Iyengar	1	14.2.69	High Tensile Bolts and Nuts, set screws and socket head screws and Rivets
V. Ramakrishna	1	13.9.68	Electronic Analogue Computer.

Survey for Tirunelveli-Kanyakumari Line

973. SHRI S. A. MURUGANANTHAM : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether the survey of the proposed Tirunelveli-Kanyakumari line has been completed ;

(b) whether the construction of the line is to be taken up during the Fourth Plan ;

(c) if so, when the construction is expected to begin ; and

(d) how long it will take to complete the construction ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) Yes.

(b) to (d). The Survey Reports of the Trivandrum-Cape Comorin-Tirunelveli line are at present under the examination of the Railway Board. A decision regarding the construction of this line will be taken after the examination is completed.

Expansion of Hindustan Machine Tools Ltd., Bangalore

974. SHRI S. A. MURUGANANTHAM : Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) whether the expansion plans for the Hindustan Machine Tools Ltd., Bangalore have been finalised ;

(b) if so, the main features thereof ; and

(c) the estimated cost of the plans ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD) : (a) and (b). Government have approved of the scheme submitted by the Hindustan Machine Tools Limited, Bangalore, to expand the production of watches by establishment of a new factory in Jammu and Kashmir State and by expansion of their existing watch factory at Bangalore for taking up production of automatic watches with day/date mechanism. The Company is taking steps to implement this expansion. The other projects proposed by the Company for implementation during the Fourth Plan are the Tractor Project at H.M.T. unit Pinjore ; the Printing Machinery Project at the Company's unit at Kalamassery (Kerala) and the Metal Forming Press Project in the Hyderabad unit of the Company. These projects are, at present, at different stages of consideration of the Government and the Company. The Company, in addition, also proposes to take up the project for manufacture of Die Casting and Plastic Injection Moulding Machines from its own internal resources.

(c)

	(Rs. in crores)
Tractor Project	4.91
Metal Forming Press Project	3.30

Printing Machinery project	3.30
Bangalore Watch Factory (Expansion)	3.66
Kashmir Watch Factory	4.25
Die Casting and Plastic Injection Moulding Machines	1.05

Setting up of Industrial Estate during Fourth Plan

975. DR. RANEN SEN: Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state:

(a) the target fixed for setting up Industrial Estates during the Fourth Plan;

(b) the progress made so far in this regard;

(c) whether the Centre has stopped payment of rent subsidy for the industrial estates; and

(d) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD): (a) and (b). No specific targets has been fixed for setting up Industrial Estates during the Fourth Plan; the emphasis is on consolidation of past efforts rather than on expansion. The progress as on 30-9-1969 is indicated below:—

(i) No. of complete industrial estates	402
(ii) Sheds constructed	9124
(iii) Sheds allotted	7788
(iv) Sheds occupied	6947
(v) Sheds working	5332
(vi) Persons employed	96168
(vii) Annual production	Rs. 114.2 crores

(c) and (d). Subsidy was paid by the Central Government for five years from date of commencement of the Industrial Estates set up prior to August, 1965. According to the changed pattern adopted in 1969-70, Central assistance to the State Governments are given in the form of block loans and grants for implementing schemes in the State Plan and is not tied to individual heads of development. Therefore, separate subsidies are no longer paid to the State Governments under the Industrial Estate Schemes.

Setting up of Consumer Industries

976. DR. RANEN SEN: Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIC VIKAS MANTRI) be pleased to state:

(a) whether progress in setting up consumer industries has been satisfactory;

(b) if not, the reasons therefor;

(c) the total funds allotted and the amount spent for consumer industries in the last three years; and

(d) the steps taken by Government to speed up the programme of setting up consumer industries?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD): (a) to (d). By and large the development of consumer industries in the country had been left in the past to the initiative of the private sector and the public sector had largely confined itself to industries included in Schedule 'A' of the Industrial Policy Resolution of 1956. This being so, the question of allotment of funds by the Government for development of consumer industries during the last three years does not arise. Of late, however, in the light of the changing economic conditions of the country it is being increasingly realised that the public sector has to assume a new role by entering into certain profitable and quick yielding areas including consumer goods where major production gaps are likely to occur. As a matter of fact, an exercise was taken in hand by the Government with a view to identifying the consumer goods which could be taken up in the Public Sector and in respect of some of them feasibility reports have also been prepared which are under consideration of the Government.

Demonstration by Railway Employees before Divisional Superintendent's Office, Dhanbad

977. SHRI B. K. MODAK : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether there was any demonstration by the Railway employees before the gate of the local Divisional Superintendent's Office, Dhanbad, Bihar on 30th March, 1971 ; and

(b) whether a memorandum has been submitted to the Divisional Superintendent by the employees and if so, the action taken thereon ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) There was no demonstration before the office of the Divisional Superintendent, Dhanbad on 30th March 1971. However, there were two demonstrations on 26th March, 1971 - one by the Eastern Railwaymen's Congress and the other by another section of Railway employees of that Division.

(b) The Eastern Railwaymen's Congress submitted a memorandum containing certain general issues and these are being examined on merits.

The other section of the demonstrators also submitted a memorandum containing certain local issues like withdrawal of orders imposing break in service in respect of the employees who participated in the strike in Dhanbad Division from 3-2-1971 to 10-2-1971, withdrawal of court cases instituted against some employees in connection with the strike, revocation of orders of suspension in connection with the said strike, treatment of the period during the strike as special casual leave etc. These demands have been examined. Government could not concede them, as the action taken in these cases is in accordance with the normal operation of rules and regulations.

Arrest of Railway Employees at Katihar, Bihar

978. SHRI DINEN BHATTACHARYYA : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether a large number of innocent railway employees have been arrested at Katihar, Bihar in the name of Naxalites ;

(b) if so, whether Government have received any protest note or representation with regard to such arrests ;

(c) whether any action had been taken by Government thereon ; and

(d) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) and (b). No.

(c) and (d). Do not arise.

मध्य प्रदेश तथा औद्योगिक दृष्टि से उन्नत राज्यों को लाइसेंस/आशय पत्रों का जारी किया जाना

979. श्री हुकम चन्द कछवाय : क्या औद्योगिक विकास मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार पिछड़े हुए राज्यों में औद्योगिक विकास की नीति अपना रही है और क्या मध्य प्रदेश को पिछड़े हुए राज्यों में मे एक समझा जाता है ;

(ख) गत तीन वर्षों में उन्नत राज्यों में उद्योगो को स्थापित करने के लिये ऐसी मदों के लिये जिनकी मध्य प्रदेश में भी स्थापना के एक आवेदन-पत्र प्राप्त किये गये थे, कितने लाइसेंस/आशय-पत्र स्वीकृत किये गये ; और

(ग) इन उद्योगों की मध्य प्रदेश में स्थापना के लिये लाइसेंस/आशय-पत्र न जारी किये जाने के क्या कारण हैं और भविष्य में मध्य प्रदेश के औद्योगिक विकास को प्रोत्साहन देने के लिये भारत सरकार का क्या कार्यवाही करने का विचार है ?

औद्योगिक विकास मन्त्रालय में उप-मन्त्री (श्री सिद्धेश्वर प्रसाद) : (क) जी, हां ।

(ख) 1968, 1969 तथा 1970 के कलेंडर वर्षों में सभी प्रकार के लाइसेंसों के

लिए कुल आवेदन पत्रों की संख्या 905,1420 तथा 3033 थी जिसमें से नए औद्योगिक उपक्रमों के स्थापनार्थ आये आवेदन पत्र क्रमश: 374,563 तथा 1248 थे। अधिकांश आवेदन पत्र एक से अधिक वस्तुओं के बनाने के लिए हैं। प्राप्त हुए आवेदन पत्रों से सम्बन्धित उत्पादवार ब्यौरा नहीं रखा जाता है। ऐसी परिस्थिति में, आवेदन पत्र में दिये गये प्रत्येक उत्पादि की उन उत्पादों, जो विभिन्न राज्यों के लिए जारी किए आशय पत्रों/लाइसेंसों में दिये गये है, से तुलना में सम्बन्ध स्थापित करना सम्भव नहीं है। फिर भी, राज्यवार 1968, 1969 तथा 1970 में विभिन्न राज्यो में नए औद्योगिक उपक्रमों के स्थापनार्थ जारी किए गये औद्योगिक लाइसेसों/आशय पत्रो की संख्या दिखाने वाले दो विवरण सभा पटल पर रखे गये है। [ग्रन्थालय में रख दिये गये देखिये सख्या LT—267/71]

(ग) उद्यमियों द्वारा स्वयं आवेदन पत्र देने पर ही औद्योगिक लाइसेंस स्वीकृत किए जाते है। औद्योगिक रूप से विकसित राज्यों से, जिनके पास तुलनात्मक रूप में अवस्थापना की अधिक अच्छी सुविधाएं हैं, प्राप्त हुए आवेदन पत्रों की संख्या निश्चय ही औद्योगिक रूप से पिछड़े हुए राज्यों से प्राप्त हुए आवेदन पत्रों से अधिक है, अत: अधिकांश लाइसेंस औद्योगिक रूप से उन्नत राज्यों को दिए गये है। जहां तक सरकार का सम्बन्ध है, दो या दो से अधिक आवेदन पत्रों में अन्य बातें समान होने पर औद्योगिक रूप से पिछड़े हुए राज्य से प्राप्त हुए आवेदन को वरीयता दी जाती है।

मध्य प्रदेश को औद्योगिक रूप से पिछड़े हुए राज्यों में से एक माना गया है। सरकार देश के पिछड़े क्षेत्रों में विकास के लिए निम्नलिखित कदम उठा रही है:—

1. इन क्षेत्रों में उद्योग स्थापित करने के आवेदनों को आशय पत्र/औद्योगिक लाइसेंस देने के मामले में वरीयता दी जाती है। यह पहलू लाइसेंस समिति के मार्गदर्शी सिद्धान्तों में दिया गया है।

2. इन क्षेत्रों में उद्योगों को धन देने के लिये वित्तीय तथा ऋण देने वाली संस्थाओं द्वारा शर्तों में रियायत दी जाएगी।

3. आंध्र-प्रदेश, आसाम, बिहार, जम्मू तथा काश्मीर, मध्य प्रदेश, नागालैंड, उड़ीसा, राजस्थान तथा उत्तर प्रदेश जैसे औद्योगिक दृष्टि से पिछड़े हुए क्षेत्रों वाले प्रत्येक राज्यों के दो चुने हुए जिलों में तथा अन्य राज्यों एवं संघ राज्यों प्रत्येक के एक एक जिलो में जिन नए एककों का निर्धारित पूंजी निवेश 50 लाख रुपये से अधिक रही है, के निर्धारित पूंजी निवेश का दसवां भाग केन्द्र द्वारा सीधे अनुदान अथवा सहायता के रूप से दिया जाएगा, उन नए एकको में जिनमें निर्धारित पूंजी 50 लाख रु० से अधिक लगने की सम्भावना है, गुणावगुणो के आधार पर विचार किया जाएगा।

4. इनमें से अनेक क्षेत्रों में औद्योगिक संभावनाओं के बारे में पहले ही विशेष सर्वेक्षण कराया गया है, और

5. उपर्युक्त के अलावा, जम्मू तथा काश्मीर, एव मेघालय, नागालैंड सीमित आसाम राज्यों में तथा मनीपुर, त्रिपुरा तथा नेफा के संघ राज्यों में नए उद्योगों के मामले में कच्चे माल तथा तैयार माल की लागत का 50 प्रतिशत तक परिवहन सहायता देने की योजना आयोग की सिफारिश पर विचार किया जा रहा है।

Development of Intermediate Technology for Rural Industries

980. SHRI N. K. SINHA : Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state the steps taken to develop Intermediate Technology to suit needs for rural industries and its development.

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD) :

Statement

Ministry of Industrial Development has recently set up an Appropriate Technology Cell the main objective of which is to study problems relating to introduction of viable technologies in rural and semi-urban areas in order to increase employment potential of the country and to augment earnings of the workers by raising their productivity. In this endeavour the Appropriate Technology Cell will function as a catalyst and will bring together the various research laboratories and organisations as well as other agencies working for promoting industrialisation in the rural and semi-urban areas of the country.

2. The programme of the Appropriate Technology Cell consists of capital output studies, compilation of technical and technological information, co-ordination of research on technological problems of the rural and urban areas, documentation of the various process available, and effecting liaison with other national and international organisations working in this field.

3. The Appropriate Technology Cell organised a Seminar on April 28, 1971 in which more than 100 delegates participated. It was an inter disciplinary assembly where representatives of Central Ministries and Departments, State Directorate of Industries, Directors of Research Laboratories, Professors, eminent industrialists and delegates from international organisations like OECD, ILO, Ford Foundation etc. participated.

4. Six Working Groups have been set up by the Cell to study problems in depth in their respective fields, after careful consideration of various problems relating to rural and urban industries. The Working Groups set up are as follows :

(i) Leather Tanning and Footwear ;

(ii) Food Processing and Fruit Preservation ;

(iii) Scaling down of large Scale Plants, specially Cement, Sugar and Paper ;

(iv) Agricultural Implements ;

(v) Ceramics including Potteries and Glass ; and

(vi) Coir.

Production of Tyres

981. SHRI N. K. SINHA : Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) the number of tyres of cars, trucks, scooters and cycles manufactured in this country in 1969-70 and 1970-71 ;

(b) the same imported in 1969-70 and 1970-71 ;

(c) the factors in hibiting the manufacture of more tyres in India ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD) : (a) The number of tyres of cars, trucks, scooters and cycles manufactured in 1969-70 and 1970-71 is given below :

Category of tyres	1969-70 (Nos.)	1970-71 (Nos.)
Car tyres	9,50,050	9,92,123
Truck tyres	20,60,674	21,62,787
Scooter tyres	4,16,606	4,54,472
Cycle tyres	213,12,023*	197,14,742*

*Excludes production in small-scale sector.

(b) The number of tyres of cars, trucks, scooters and cycles imported in 1969-70 and

1970-71 (April—October is as follows :

Category of tyres	1969-70 (Nos.)	1970-71 (Nos.) (April—October)
Car tyres	527	447
Truck tyres	2686	33
Scooter tyres	—	—
Cycle tyres	—	—

(c) None.

Increase in Price of Essential Commodities

982. SHRI DASARATHA DEB: Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) whether in view of heavy influx of Displaced Persons from Bangala Desh the price of essential commodities has gone up in the Eastern States ; and

(b) if so, the steps taken to maintain supply of essential commodities to keep the prices down ?

THE DEPUTY MINISTER IN THE MINSTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD): (a) The prices of essential commodities have, by and large, remained steady during the period before and after the influx of refugees from Bangla Desh.

(b) The Government is keeping a constant watch on the situation and steps to check any abnormal rise in price of essential commodities will be taken as and when called for.

Setting up of Plywood Factory and Paper Mill in Tripura

983. SHRI DASARATHA DEB : Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) whether Government of Tripura recommended the setting up of a Plywood Factory and a Paper Mill, in Tripura ; and

(b) whether Central Government have given necessary permission for setting up of these industries ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD): (a) Yes. Sir.

(b) Approval was granted to a private party in January, 1966 to set up a plywood factory in Tripura. Government have not given any permission for the setting up of a Paper Mill.

Profitable use of Fly Ash

984. SHRI M. RAM GOPAL REDDY : Will the Minister of IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRI) be pleased to state how far the fly ash produced by the power stations is being profitably used ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRALAYA MEN UP-MANTRI) (SHRI B N. KUREEL) : At present, the use of fly ash available from thermal power stations is limited to its being mixed with cement as Pozzo ana in concrete as also in the construction of dams, buildings and in the manufacture of concrete poles. The following steps have been taken to give an impetus to the greater use of fly ash :—

(i) State Electricity Boards have been instructed to supply flyash to actual users at nominal price and free of cost to research institutions.

(ii) Research institutions have been asked to carry out tests for utilising flyash as pozzolana in civil construction and roads.

(iii) The cement manufacturing companies have been requested to use as much flyash as possible as pozzolana element in their portland pozzolnna cement.

Annual Requirements of Wagons of the Indian Railways

985. SHRI M. RAM GOPAL REDDY : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) the annual requirements of the Indian Railways in regard to wagons of variosu types ; and

(b) the number of such wagons purchased during the last three years by the Indian Railways ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) The annual requirements of wagons vary from year to year depending upon the development of traffic.

(b) The actual number of wagons (in terms of four wheelers) produced during the last three years are as follows :

1968-69	16476
1969-70	14918.5
1970-71	11125

Demand by Tamil Nadu Government for giving Right to Primary Teachers to Elect Representatives for Legislative Council

986. SHRI S. RADHAKRISHNAN : Will the Minister of LAW AND JUSTICE (VIDHI AUR NYAYA MANTRI) be pleased to state :

(a) whether any request or proposal was received from the Government of Tamil Nadu to give the right of electing representatives to Legislative Council to the primary school teachers , and

(b) whether it was rejected by the Central Government, and if so, the reason therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (VIDHI AUR NYAYA MANTRALAYA MEN RAJYA MANTRI) (SHRI NITIRAJ SINGH CHAUDHARY) : (a) Yes. Sir.

(b) The matter is being examined.

फुलाद से भाबू (राजस्थान) तक रेलवे लाइन

987. श्री मूल चंद डागा : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या अंग्रेजों के शासन-काल में फुलाद से भाबू (राजस्थान) तक रेलवे लाइन के निर्माण के लिये एक योजना आरम्भ की गई थी और तत्कालीन सरकार ने इस कार्य पर लाखों रुपये व्यय किए थे ; और

(ख) क्या सरकार का विचार इस पिछड़े क्षेत्र को विकसित करने के लिये उक्त रेलवे लाइन के निर्माण के लिये कोई योजना बनाने का है ?

रेल मन्त्री (श्री हनुमंतैया) : (क) जी नहीं ।

(ख) धन की कमी के कारण और यातायात के पर्याप्त औचित्य के अभाव मे फिलहाल, इस लाइन के निर्माण पर विचार करना सम्भव नही है ।

Compensation to Tenants (Oustees) in the Pong Dam (H. P.) Area

988. SHRI VIKRAM CHAND MAHAJAN : Will the Minister of IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRI) be pleased to state :

(a) whether in the Pong Dam (Himachal Pradesh) area, any compensation is being given to tenants (Oustees) ;

(b) if so, to what of class of tenants (Oustees) ; and

(c) if the reply to part (a) above be in the negative, the reasons thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SINCHAI AUR VIDYUT MANTRALAYA MEN UP-MANTRI (SHRI B. N. KUREEL) : (a) No, Sir.

(b) Does not arise.

(c) As under the prevailing law, compensation is being paid only to those persons whose property is acquired.

Booking of Rice for Delhi from Pathankot

989. SHRI VIKRAM CHAND MAHAJAN : Will the Ministgr of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether Pathankot Railway Station declines to book rice for Delhi ; and

(b) if so, the reasons therefor ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) No.

(b) Does not arise.

Protection of Small Scale Sector through Banned Lists of Industries

990. SHRI JYOTIRMOY BOSU: Will the Minister of INDUSTRIAL DEVELOPMENT (AUGYODIK VIKAS MANTRI) be pleased to state:

(a) the number of engineering and non-engineering products in the 'banned lists' of industries;

(b) whether the 'banned lists' served the purpose of protecting interests of the small scale sector and sealing off investments in industries where already adequate capacities had been installed;

(c) whether recently, his Ministry has altogether dispensed with the 'banned lists' of industries; and

(d) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD): (a) to (d). There were 84 engineering and 72 non-engineering industries on the banned list in 1969-70, besides 47 industries reserved exclusively for development in the small scale sector. In the past 'banned' lists were drawn up from time to time for the purpose of indicating industries in respect of which licence applications would ordinarily be rejected. These lists normally comprised of (i) items for which adequate capacity had already been licensed and (ii) items reserved for development in the small scale sector. The reservation for the small scale sector is now covered by a separate Notification issued by the Government on 19-2-1970 and the list of industries reserved for the small scale sector has since been further expanded to 128 items. Consequently, a separate 'banned' list for reserving certain industries and items for small scale sector was not considered necessary. It was decided to dispense with such lists from the point of view of capacity for six months with effect from 13th March, 1970 as an experimental measure and it was indicated that Government would watch the situation as it developed and would, through appropriate action, discourage the undue flow of resources into the establishment of manufacturing capacity for non-essential or luxury goods or into industries which would exert undue pressure on supplies of relatively scarce raw materials, components etc., whether indigenous or imported. Subject to these conditions, the setting up of industries which were previously included in the "banned list" would be allowed with or without a licence as the case required.

A study was recently made of the impact on different industries of the 'banned list'. The picture broadly revealed that the suspension of such lists had not resulted in undesirably high investments in various sectors nor had any significant pressure been felt on scarce raw materials. It has accordingly been decided to dispense with the "banned lists" altogether in future.

Applications for Industrial Licences from States

991. SHRI S. RADHAKRISHNAN: Will the Minister of INDUSTRAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state:

(a) the number of applications received by Government for Industrial licences in the year 1970-71 from each State; and

(b) the number of licences issued State-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD): (a) and (b). Statistical information is maintained on Calendar year basis and not on financial year basis. State-wise information for the years 1970 and 1971 (upto 31st March) is given in the attached statement.

The number of applications received and industrial licences issued during 1970 and 1971 (upto 31st March, 1971).

Statement

State	Applications		Licences	
	1970	1971 (upto 31st March)	1970	1971 (upto 31st March)
1	2	3	4	5
1. Andhra Pradesh	143	30	14	16

1		2	3	4	5
2.	Assam	31	5	1	2
3.	Bihar	104	16	22	7
4.	Chandigarh	6	2	—	—
5.	Dadar Nagar Haveli	1	3	—	—
6.	Delhi	51	17	3	5
7.	Goa	11	4	—	—
8.	Gujarat	368	79	37	19
9.	Haryana	249	78	27	9
10.	Himachal Pradesh	7	5	—	—
11.	Jammu and Kashmir	20	3	—	—
12.	Kerala	46	7	10	2
13.	Madhya Pradesh	85	18	2	9
14.	Maharashtra	735	175	106	47
15.	Manipur	2	—	—	—
16.	Meghalaya	2	2	—	—
17.	Mysore	136	32	17	10
18.	Nagaland	1	—	—	—
19.	Orissa	35	4	4	4
20.	Pondicherry	6	1	—	—
21.	Punjab	76	19	11	6
22.	Rajasthan	107	23	7	4
23.	Tamil Nadu	236	49	35	13
24.	Tripura	2	—	—	—
25.	Uttar Pradesh	242	67	26	15
26.	West Bengal	156	46	41	31
27.	More than one State	160	41	—	—
28.	State not indicated	15	3	—	—
	Total :	3033	729	363	199

New Railway Lines in Punjab

992. SHRI MOHINDER SINGH GILL : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether there is any proposal to lay new Railway lines in Punjab ;

(b) if so, the details thereof ; and

(c) the time by which each proposal shall be given effect to ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) to (c). Railway development is not envisaged on any Statewise or region-wise concepts but on overall development considerations in the national interest. However, proposals for new lines in the Fourth Plan have not yet been finalised and it is too early to say whether any new line falling wholly or partly in Punjab, will at all be taken up for construction in the Fourth Plan period.

Railway Lines Laid Since 1968

993. SHRI MOHINDER SINGH GILL : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) the length of new Railway lines laid since 1968 in India, Railway-wise and State-wise ; and

(b) the length of new railway lines that

have been laid since 1968 in the area now comprising the Punjab State ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : (a) Information about Railway matters is compiled Railway-wise and not State-wise. Accordingly a Statement showing new lines constructed and opened to traffic since 1968 Railway-wise, is attached as Statement 'A'.

(b) Railway development is envisaged on overall development considerations in the national interest and not on any State-wise or region-wise concepts. No new line has been laid in the area comprising the present Punjab State since 1968.

STATEMENT

New lines constructed and opened to traffic since 1968

Railway	S. No.	Name of Line	Gauge	Length in Kms.	Date of opening
Northern Railway	1.	Singrauli-Obra	BG	57.56	30-4-70
	2.	Pokaran-Jaisalmer	MG	105.00	28-1-68
	3.	Delhi Avoiding Lines and connected Traffic facilities.	BG	17.67	16-2-69
	4.	Hindumalkot-Sriganganagar	BG	27.56	11-1-70
			Total	207.79	
South Eastern Railway	1.	Bailadilla-Kottavalasa	BG	447.00	1-11-68
	2.	Panchkura-Durgachuk portion of Panchkura-Haldia Port rail link	BG	58.91	16-1-69
			Total	505.91	
Southern Railway	1.	Bangalore-Salem	MG	229.33	14-11-68
	2.	Renigunta-Tirupati	BG	9.80	29-9-68
			Total	239.13	
Western Railway	1.	Jhund-Kandla	BG	230.75	20-12-69
			Grand Total :	1183.58	

M/s. Gresham and Craven of India (Pvt.) Ltd., Calcutta

994. SHRI MANORANJAN HAZRA : Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) whether the Gresham and Craven of India (Private) Limited, Calcutta is facing closure due to financial crisis and mismangement ;

(b) if so, the reasons thereof ; and

(c) the reaction of Government thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD) : (a) M/s. Gresham and Craven of India (Private) Ltd., Calcutta, closed down their factory on January 6, 1971.

(b) An investigation was ordered into the affairs of the Company. The investigating Committee came to the conclusions that the closure was mainly due to failure of management.

(c) After examining the recommendations of the Investigating Committee, the Management of the Company was taken over by Government of India under Section 18 of the Industries (Development and Regulation) Act. The closed factory was reopened on 12th April. 1971.

राजभाषा (वैधानिक) आयोग के कार्य और उद्देश्य

995. **श्री यमुना प्रसाद मण्डल** : क्या विधि और न्याय मन्त्री यह बताने की कृपा करेंगे कि :

(क) राजभाषा (वैधानिक) आयोग के कार्य और उद्देश्य क्या है ;

(ख) क्या हिन्दी से अंग्रेजी में अनुवाद का कार्य इस आयोग से कराया जाना है, यद्यपि यह कार्य आयोग के कार्यों के अन्तर्गत नहीं आता ; और

(ग) यदि हां, तो इसके क्या कारण हैं ?

विधि और न्याय मन्त्रालय में राज्य मंत्री (श्री नीतिराज सिंह चौधरी) : (क) राजभाषा (विधायी) आयोग, यथा सम्भव, सभी भारतीय भाषाओं में प्रयोग के लिए मानक विधि शब्दावली की तैयारी और कानूनों के अनुवाद से सम्बन्धित सम्पूर्ण कार्य के समुचित आयोजन और क्रियान्वयन के लिए स्थापित किया गया है। इसके कार्य इस प्रकार हैं :—

(i) यथा सभव, सभी राजभाषाओं में प्रयोग के लिए मानक विधि शब्दाली तैयार करना और प्रकाशित करना ;

(ii) राष्ट्रपति द्वारा प्रख्यापित सभी केन्द्रीय अधिनियमों और अध्यादेशो तथा विनियमों के हिन्दी मे प्राधिकृत पाठ तैयार करना ;

(iii) केन्द्रीय अधिनियम या किसी ऐसे अध्यादेश या विनियम के अधीन केन्द्रीय सरकार द्वारा बनाए गए सभी नियमो, विनियमों और आदेशों के हिन्दी में प्राधिकृत पाठ तैयार करना ;

(iv) राष्ट्रपति द्वारा प्रख्यापित केन्द्रीय अधिनियमों, अध्यादेशों और विनियमों के राज्यों की अपनी-अपनी राज भाषाओं में अनुवाद के लिए और किसी राज्य में पारित किए गए सभी अधिनियमों और प्रख्यापित अध्यादेशों के, यदि ऐसे अधिनियमों या अध्यादेशों के पाठ हिन्दी से भिन्न किसी भाषा में हों, हिन्दी मे अनुवाद के लिए व्यवस्था करना ; और

(v) ऐसे अन्य कर्त्तव्यों का पालन करना जो भारत सरकार द्वारा आयोग को समय-समय पर सौंपे गए हों।

(ख) जी नहीं।

(ग) प्रश्न ही नहीं उठता।

विधि मन्त्रालय में राजभाषा के प्रयोग में की गई प्रगति

996. **श्री यमुना प्रसाद मण्डल :** क्या **विधि और न्याय** मन्त्री यह बताने की कृपा करेंगे कि :

(क) राजभाषा अधिनियम को दृष्टि मे रखते हुए उनके मन्त्रालय के विभिन्न विभागो मे हिन्दी के प्रयोग मे कितनी प्रगति हुई है ,

(ख) क्या उनके मन्त्रालय मे कार्यान्वयन समिति अपने लक्ष्य मे असफल रही है और समिति का कार्य भी अ ग्रेजी भाषा मे किया जा रहा है ;

(ग) क्या विधि कार्य विभाग मे राजभाषा अधिनियम के प्रावधानो का लगातार उल्लघन हो रहा है ,

(घ) क्या विधि कार्य विभाग मे कोई हिन्दी अनुभाग है अथवा कोई कर्मचारी हिन्दी का कार्य करता है और यदि नही, तो इसके क्या कारण है , और

(ङ) उनके मन्त्रालय मे हिन्दी का उत्तरोत्तर बढाकर प्रयोग करने के लिए क्या कदम उठाये जा रहे है ?

विधि और न्याय मन्त्रालय में राज्य मन्त्री (श्री नीतिराज सिंह चौधरी) (क) सघ सरकार द्वारा किए जाने वाले कार्य का बदलाव अ ग्रेजी से हिन्दी मे करनी की नीति के अनुसरण मे, यथा सम्भव, भारतीय भाषाओ मे प्रयोग के लिए मानक विधि शब्दावली तैयार करने और हिन्दी मे कानूनो के अनुवाद से सबधित सम्पूर्ण कार्य के समुचित आयोजन और क्रियान्वयन के लिए विधि-विशेषज्ञो का एक स्थायी आयोग जिसे "राजभाषा (विधायी) आयोग" कहते है, सरकारी सकल्प सं० फा० 39/61-प्रशा० तारीख 8 जून, 1961 द्वारा जून, 1961 में गठित किया गया था । आयोग को सौंपे गए कार्य की विभिन्न मदों के संबंध में उसके द्वारा अब तक की गई प्रगति इस प्रकार है.—

(i) मानक विधि-शब्दो की एक शब्दावली जिसमे केन्द्रीय अधिनियमो के प्राधिकृत हिन्दी पाठो में आए लगभग 10,000 अ ग्रेजी शब्दे के आग्लभाषी पर्याय दिए गए है, तैयार और प्रकाशित कर दी गई है ;

(ii) 160 केन्द्रीय अधिनियमो के हिन्दी पाठ तैयार किए गए हैं । इन अधिनियमों मे से, 37 केन्द्रीय अधिनियमो के हिन्दी पाठ राष्ट्रपति के प्राधिकार के अधीन राजभाषा अधिनियम, 1963 की धारा 5 (1) (क) के अधीन शासकीय राजपत्र मे प्रकाशित कर दिए गए हैं । बाकी अधिनियमो के हिन्दी पाठ मुद्रित हो गये है और शीघ्र ही प्रकाशित कर दिए जाएगे । इसके अतिरिक्त 78 केन्द्रीय अधिनियमो के हिन्दी अनुवादो को अतिम रूप दे दिया गया है ,

(iii) 20 अध्यादेशो के भी हिन्दी पाठ आयोग द्वारा तैयार किए गए है । इनमे 12 राजभाषा अधिनियम, 1963 की धारा 5 (1) (क) के अधीन शासकीय राज-पत्र मे प्रकाशित कर दिए गए है ,

(iv) अभी तक आयोग द्वारा 227 कानूनी नियमो और आदेशो के हिन्दी अनुवादो को अन्तिम रूप दिया जा चुका है । इनमे से, 173 कानूनी नियमो, आदेशो आदि के हिन्दी अनुवादो को राजभाषा अधिनियम, 1963 की धारा 5 (1) (ख) के अधीन प्रकाशन के लिए मुद्रणालय भेजा जा चुका है । इसके अतिरिक्त

और 55 नियमों के हिन्दी अनुवाद, प्रकाशन के लिए मुद्रणालय को भेजे जाने के लिए तैयार है ;

(v) राजभाषा अधिनियम, 1963 की धारा 3 (3) (iii) के अनुसरण में, 4142 कानूनी नियमों, आदेशों अधिसूचनाओं आदि के हिन्दी अनुवाद तैयार किए गए हैं और संसद के सदनों के समक्ष रखे जाने के लिए विभिन्न मन्त्रालयों/विभागों को भेजे गए हैं ;

(vi) आयोग, 1963 से संसद में पुरः स्थापित सब मूल सरकारी विधेयकों के हिन्दी आनुवाद देता रहा हैं। संशोधक विधेयकों और साथ ही विधेयकों के सरकारी संशोधनो के हिन्दी अनुवाद भी आयोग द्वारा 1966 से दिये जाते है।

(vii) आयोग ने भारत के संविधान का हिन्दी में अनुवाद लगभग पूरा कर कर लिया है। उक्त अनुवाद इस समय विधि मन्त्रालय-हिन्दी सलाहकार समिति की एक उप समिति के विचाराधीन है। उप-समिति की रिपोर्ट प्राप्त होने के पश्चात इसे सलाहकार समिति के समक्ष रखा जायेगा ;

(viii) आयोग में एक समन्वय समिति भी है जिसमें हिंदी भाषी राज्यों के प्रतिनिधि है और जिसकी अध्यक्षता राजभाषा (विधायी) आयोग के अध्यक्ष करते हैं। उस समिति के कृत्य इस प्रकार है—

(1) विभिन्न हिंदी भाषी राज्यों की विद्यमान विधियों के हिन्दी अनुवाद के लिए उन राज्यों में आरंभ किए गए कार्य का पुनरीक्षण करना ;

(2) हिंदी में एकरूप वाक्य रचना के विकास में प्रभावकारी समन्वय सुनिश्चित करना ;

(3) हिंदी में प्रारूप की एक रूप शैली के लिए आदर्श खण्ड बनाना और ऐसे कार्मिकों के प्रशिक्षण के लिए उपायों पर विचार करना जो सम्यक् अनुक्रम में हिन्दी में मूल प्रारूपण का भार अपने ऊपर ले सकें। अभी तक समिति की 12 बैठकें हुई हैं। समिति द्वारा हिंदी में "मानक विधि-प्रारूपण खण्ड" तैयार किया गया है जिसका प्रकाशन आयोग द्वारा कराया जा चुका है।

(ख) जी नही, संघ के शासकीय प्रयोजनो के लिए हिन्दी के प्रयोग के सबंध में गृह मन्त्रालय द्वारा समय समय पर जारी किए गए आदेशों का पूरी तरह से क्रियान्वयन कराने में विधि मन्त्रालय की राजभाषा क्रियान्वयन समिति अत्यन्त उपयोगी सिद्ध हुई हैं। समिति की त्रैमासिक बैठकें नियमित रूप से होती है। समिति के वे सदस्य जो विभिन्न मामलों के बारे में हिन्दी में विचार- विमर्श कर सकते हैं, ऐसा ही करते हैं जबकि वे सदस्य जो विभिन्न मामलों के बारे में हिंदी में विचार-विमर्श नहीं कर सकते, अंग्रेजी में विचार-विमर्श करते हैं। समिति के अधिवेशनों की कार्य सूची और कार्यवृत दो भाषाओं में तैयार किये जाते हैं और समिति के सदस्यों में परिचालित किए जाते हैं।

(ग) जी नहीं।

(घ) विधि-कार्य विभाग का हिन्दी कार्य करने के लिए कोई अलग हिंदी अनुभाग या हिंदी अधिकारी नहीं है। विधि मंत्रालय (विधि कार्य विभाग और विधायी विभाग) का हिंदी कार्य विधायी विभाग के अनुवाद अनुभाग में किया जाता है। यह अनुभाग समूचे विधि मंत्रालय का हिंदी-कार्य करने के लिए एक केन्द्रीयकृत एकक है। इस कार्य के लिए

अनुभाग में पर्याप्त संख्या में अनुवादकों की व्यवस्था कर दी गई है।

(ङ) विधि मंत्रालय का मुख्य कार्य भारत सरकार के अन्य मंत्रालयों/विभागों को विधिक सलाह देना, उच्चतम न्यायालय और उच्च न्यायालयों में केंद्रीय सरकार के मुकदमों की पैरवी करना और विधान का प्रारूपण है। इसलिए इन कार्यों में हिंदी के प्रयोग की अधिक गुंजाइश नहीं है।

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12 hrs.

CALL ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

Recent Incidents of Robbery in trains in Bihar

श्री विभूति मिश्र (मोतीहारी) : अध्यक्ष महोदय, मैं अविलंबनीय लोक महत्व के निम्नलिखित विषय की ओर रेल मंत्री का ध्यान दिलाता हूं और प्रार्थना करता हूं वे इस बारे में एक वक्तव्य दें :

"बिहार में 487-अप मुजफ्फरपुर-मोतीहारी रेलगाड़ी, आसनसोल-रांची रेलगाड़ी और गोरखपुर यात्री गाड़ी जैसी विभिन्न रेलगाड़ियों में डाकाजनी की हाल की घटनाओं के समाचार।"

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : Sir, there have been recently a few incidents of robbery in various trains in Bihar. Details of these are as under :—

(1) On 3-4-1971, Train No. 63 Up Asansol-Ranchi-Hatia Passenger left Mohuda at 22.50 hrs. and was stopped by the use of the alarm chain between Mohuda and Jamuniatand Stations. A group of Criminals numbering about 30-35 boarded the train, entered different III class compartments, attacked the passengers with bombs and snatched away their personal belongings on the point of pistol, knives and other deadly weapons. They also looted parcels from the luggage van of the train. The train was escorted by 2 Government Railway Police Constables equipped with lathis. One of the Govt. Railway Police Constables sustained injuries while resisting the criminals.

Railway Protection Force Dog of Kharagpur Kennel was utilised in this ease on 5-4-1971, which led the Police to the houses of two accused persons. They were arrested on 6-4-1971 and on interrogation are reported to have admitted their complicity in this case. Subsequently 19 more suspects were arrested in this case. During raids conducted in the houses of accused persons, large quantities of stolen material were recovered. Besides, 3 country made pistols, 25 bombs, 15, 12 bore cartridges and some other weapons were also recovered. Five parcels were recovered from the bushes from near the place of occurrence.

Government Railway Police, Bhojudih registered a case under section 395/412 IPC in this connection and their investigation still continues.

(2) On 14-5-1971 while Shri Brij Kishore Shrivastava S/o Shri Ram Chandra Prasad Shrivastava, of village Mirzapur Harpura, P. S. Sonepur, Distt. Chupra was travelling in a II class compartment of train No. 485 Up (Muzaffarpur-Narkatiaganj passenger train), he was attacked by 8 unknown persons equipped with pistol and daggers when the train was on run between Pipra and Jiwadhara Stations at about 22.00 hours. The miscreants snatched away his wrist watch, personal belonging and cash Rs. 51/—(in all property worth about Rs. 1,000/—) and escaped.

The complainant Shri Shrivastava reported this occurrence to the Government Railway Police/ Sugouli who registered a case under section 395 IPC. No recovery or

[Shri Hanumanthaiya]

arrest has been reported so far. Police investigation is proceeding.

(3) On the night of 14/15-5-1971, Shri Baidya Nath Singh S/o Shri Khelawan Singh of village Ashwani P. S. Patepur, Distt. Muzaffarpur was travelling by the 455 Up passenger tram from Laheria Sarai in a 3rd class compartment About seven unknown persons boarded the compartment at Muzaffarpur. Two of them attacked and threatened Shri Baidya Nath Singh who was sleeping on the floor of the compartment and demanded money. They took away his wrist watch valued Rs. 136/—and cash amounting Rs. 315.35 P.

The Government Railway Police/Muzaffarpur has registered this case under section 395 IPC which is under investigation with them. No arrest or recovery has been reported so far.

(4) On 23-5-1971, Shri Bhagmal Tandan S/o Shri Sardar Sowar Singh Tandan was travelling in the 487 Up passenger train in a III class compartment. 4 unknown persons attacked him with daggers etc. at about 03.00 hours when the train was on the run between Motihari and Semra Stations and snatched his wrist watch and suitcases containing his personal belongings valued at approx. Rs. 7,000/— which included Rs. 4,300/— in cash. The miscreants pulled the alarm chain and got down near KM No. 16.9 (East) after exploding some crackers.

The complaintant Shri Bhagmal Tandan lodged a complaint to officer-in-Charge, Government Railway Police Station, Sugouli, who registered a case under section 392 IPC. The Officer-in-Charge, Sugouli who went to the spot found four empty suitcases near the place of occurrence. No arrest has been reported so far. Police investigation is proceeding.

As protection of life and property of passengers travelling in trains falls within the crime duty developing on the State Government, the attention of the Chief Secretary to the Govt. of Bihar has been drawn to the increasing number of such incidents in the area. He has been asked to take such other suitable measures as may be considered necessary to check the rising trend of these crimes in addition to the usual escorting of night passenger trains.

श्री विभूति मिश्र : अध्यक्ष महोदय, मैं आपको धन्यवाद देता हू कि आपने इस सवाल को ध्यान आकर्षण प्रस्ताव के रूप मे स्वीकार किया और इसको सदन के सामने आने दिया। हालत यह है कि हमारी तरफ रात को कोई भी भला आदमी बाल बच्चो वाला आदमी, रात मे सफर नही कर रहा है। इस समय शादी विवाह के दिन है। सब लोग दिन में सफर करते है और जहां रात हो जाती है वहा विश्राम करते है। यहा जो भी मामले बतलाये गये उनमे एक केस मंत्री जी ने छोड़ दिया। आज से साल भर पहले या उसके कुछ आगे पीछे, रेलवे कर्मचारी तनख्वाह बांटने के लिए रुपया लेकर जा रहे थे। मुजफ्फरपुर और चकिया के बीच मे उन को मार कर सारा रुपया, वह दो लाख हो या चार लाख हो, लूट लिया गया। इसमें केस भी रजिस्टर हुआ लेकिन आज तक कुछ नहीं हुआ। पिछले महीने दो तीन घटनायें हुई। मेरीं कांस्टिटुएन्सी में मोतीहारी प्रमुख स्थान हैं। उसके पूर्व और पश्चिम दोनो तरफ गाड़ियां जाती हैं। जो वक्तव्य मत्री महोदय ने दिया है उसमें उन्होने जो कुछ माना है वह तो सही है ही, लेकिन उसके अलावा अखबार मे निकला है कि टार्च दिखलाकर, हथियार दिखलाकर, कंट्री-मेड बम और कंट्री-मेड गन दिखला कर, और चीजें इस्तेमाल करके डाकू लोग पैसेन्जरों को लूटते हैं।

रेलवे विभाग केन्द्रीय सरकार का व्यापार विभाग है। मैं जानना चाहता हूं कि केंद्रीय सरकार अपने इस व्यापार विभाग की सुरक्षा के लिये, जो यात्री चलते हैं उनकी सुरक्षा के लिए और जो लोग रात को चलते हैं उनकी सुरक्षा के लिये कौन सा उपाय सोच रही है,

क्योंकि केन्द्रीय सरकार के पास जो रेलवे प्रोटेक्शन फोर्स है वह सारी की सारी कलकत्ता बम्बई और मद्रास में ही है। वह इन जगहों पर ही रहेगी या गांव और छोटी जगहों से जो लोग रेलगाड़ी में चढ़ते है उन की सुरक्षा के के लिये रहेगी ?

एक बात की ओर और मैं ध्यान आकर्षित करना चाहता हूं। जो आदमी मारे जाते है उनके घर वालों को 100,200 या 400 रु० इमदाद के रूप में रेलवे कीं तरफ से दिये जाते है, लेकिन जिसकी सम्पत्ति लुट जाती है उस की रेलवे विभाग वाले क्या सहायता करते हैं ? आज कल शादी विवाह के दिन हैं जिनकी वहुएं चली जाती हैं, जो सारा अपना गहना जेवर लेकर चलती हैं और जो लूट लिये जाते हैं जिनका रेल में चलना मुश्किल है उनके लिये रेलवे विभाग क्या कर रहा है ? अभी श्री कमल नाथ तिवारी का लड़का गया। उन्होंने उसको दस बार हिदायत की कि दिन की गाड़ी से जाना रात की गाड़ी से न जाना। उसके बाल-बच्चे भी गये हैं। ऐसी परिस्थिति हो गयी है। ऐसी हालत में यह जो सरकार का व्यापारिक विभाग है उसकी सुरक्षा के लिये सरकार क्या कर रही है ? यहां पर यह कह दिया गया कि चीफ सेक्रेट्री बिहार गवर्नमेंट को भेज दिया। चीफ सेक्रेट्री बिहार गवर्नमेंट का झगड़ा बिहार हाई कोर्ट में चल रहा है कि कौन चीफ सेक्रेट्री हो और कौन न हो। क्या उस चीफ सेक्रेट्री का ध्यान इधर हो सकता है ? उसका ध्यान तो इधर होगा कि वह मुकदमा जीतता है या हारता है।

इस सम्बन्ध में केंद्रीय सरकार की जवाबदेही है। इसमें सरकार का ला ऐंड आर्डर महकमा कहां से आ गया ? ला ऐंड आर्डर स्टेट का सवाल है। यह स्टेट से नहीं केन्द्र से संबंधित महकमा है। केन्द्रीय सरकार उन लोगों की सुरक्षा के लिये जो पैसेंजर चलते हैं क्या कर रही है। यह सरकार वैसे ही घाटे का बजट पेश कर रही है। लोगों की सुरक्षा के लिए थोड़ा घाटा और सही।

SHRI HANUMANTHAIYA : I share the anxiety of my hon. friend. In fact, I feel very much depressed that in a State like Bihar such dacoities should be taking place. As I stated, the legal position is that investigation and prevention of crime is within the jurisdiction of the State Government. I have had a talk with the Chief Minister and I am urging the State Government to take sufficient steps. So far as the Railway Protection Force is concerned, it is not legally empowered to deal with crimes except to protect railway property. But I am not a person who wants to make a subtle distinction between the responsibility of the State Government and the Central Government. We have to come together jointly and see that such horrible crimes are prevented and the culprits are punished. For this purpose I am planning to go to Patna next week, hold a conference with the people there, the concerned State Ministers, if there would be any at that time...

AN HON. MEMBER : And dacoits also.

SHRI HANUMANTHAIYA : My hon. friend is cutting a joke when one has to shed his tears. This is not a matter for joke, Therefore, I am proposing to hold a meeting of the concerned officers. By that time, if there is a Chief Minister, I will have a discussion with him. If not, I will discuss it with the Governor. I am also going to summon a meeting of the officers of the RPF. So long as I am here, I will ensure that every possible step is taken by both the Centre and the State in order to put down these incidents.

श्री विभूति मिश्र : जो कांफरेंस होगी वह दस रोज बाद या बीस रोज बाद होगी। तब तक लगन के दिन चल रहे हैं। इस बीच में लोगों का चलना मुश्किल है। इसके लिये सरकार क्या कर रही है ?

SHRI HANUMANTHAIYA : I may State here that Ajoy Babu, the Chief Minister of West Bengal, is organising a resistance force consisting of the people of the adjoining villages. My hon. friend can do that in his constituency, doing his part of the duty.

श्री रामदेव सिंह (महाराज गंज) : रेलवे प्रशासन जिम्मेदार हैं कि रेल यात्री...

अध्यक्ष महोदय : आप कैसे खड़े हो गये आपका नाम यहां पर नहीं है ।...(व्यवधान)... यहां तो जाब्ते से काम होता है। मैं आपसे कहूँ कि कालिंग अटेंशन मोशन में सिर्फ वही मेम्बर बोलते है जिनके नाम बैलट होकर आते हैं। इसके लिए बार-बार क्या कहना है ?

श्री के० एन० तिवारी (बेतिया) : अभी मंत्री महोदय ने उत्तर देते हुए 23 तारीख की घटना का जिक्र किया जो मोतीहारी और सेमरा के बीच में हुई थी। लेकिन उसमें एक आदमी नही लूटा गया है। उसके लिये लिखा है कि :

आर्म्ड डकोइट्स लूट पैसेन्जर्स

जो रिपोर्ट है मोतीहारी से उसमें लिखा हुआ है कि सारा कम्पर्टमेंट लूट लिया गया है। अगर आप इजाजत दें तो मैं उसको पढ़ कर सुना दूं।

अध्यक्ष महोदय : आप वैसे ही बतला दीजिये सारा पढ़ने के बजाय।

श्री के० एन० तिवारी : इसमें यह लिखा है कि मोतीहारी और सेमरा के बीच में डाकू लोग थर्ड क्लास में घुस गये पैसेन्जर ट्रेन की और सारे पैसेन्जर्स को लूट लिया। उसके बाद पिस्तौल दिखलाया और सिग्नल पर चेन खींच कर सारा सामान उन्होंने नीचे फेंक दिया। अभी मंत्री महोदय ने कहा कि एक आदमी लूटा गया। एक आदमी नहीं सारा कम्पार्टमेंट लूटा गया है।

एक और दूसरी बात कही जाती है कि खाली सामान लूटा जा रहा है। बिहार की एक रिपोर्ट यह भी है कि एक ट्रेन में दो बहुएं शादी के बाद आ रही थीं। उनको उठा कर डकैत लोग ले गये। हालत यहां तक बदतर हो गई है कि औरतें लूटी जा रही हैं। और धन लूटा जा रहा है। एक ट्रेन के लिये लिखा है कि :

"ट्रेन पैसेन्जर्स लूटेड नियर छपरा"

डाकू लोग जबरदस्ती घुस गए और उन्होंने गोली चलाई। उन्होंने थर्ड क्लास के सारे पैसेंजर्स को लूटा। एक आदमी की आंख फूट गई, दूसरा आदमी जख्मी हो गया और अस्पताल में पड़ा हुआ है। रेलवे प्रोटेकशन फोर्स उन गुड्ज की सेफ्टी के लिए जो बुक की जाती हैं। पैसेंजर्स की सेफ्टी के लिए मुजफ्फरपुर में आर० पी० एफ० और जी० आर० पी० है। जितनी भी डिसटर्ब्ड लाइंज हैं या एरियाज है, उनमें कम से कम पहले जो अरेंजमेंट हुआ करता था कि आर्म्ड गार्ड्ज चलती थीं, क्या उसका इन्तजाम किया जाएगा ?

क्या मन्त्री महोदय का इस ओर ध्यान गया है कि बिहार के होम मिनिस्टर ने कहा है कि हम सब ट्रेंज के लिए आर्म्ड गार्ड्ज नही दे सकते है ? मैं जानना चाहता हूँ कि अगर सभी ट्रेंज के लिए नहीं दी जा सकती है तो जो डिसटर्ब्ड लाइंज है, वहां आर्म्ड गार्ड्ज का इंतजाम किया जाएगा ?

जो लोग रेलवे में इस तरह से मारे गए हैं या जिनका माल असबाब लूट लिया गया है, उनको कम्पेंसेशन देने के लिए क्या कोई इंतजाम आप कर रहे हैं ? अगर नहीं कर रहे हैं तो क्यों नहीं और अगर कर रहे हैं तो कब तक इसको आप इम्प्लेमेंट कर देंगे ?

पिछले तीन महीनों के अंदर बिहार में कितने लोग इस तरह से मारे गए हैं, कितनी डैकोयटीज और राबरीज आदि हुई हैं ? मैं जानना चाहता हूं कि उस सिलसिले में कितने लोग पकड़े गए हैं, कितनों को सजा हुई है और कितने जेल में हैं ? मैं चाहता हूं कि विस्तारपूर्वक यह सब विवरण हमें मिले।

SHRI HANUMANTHAIYA : About some of the questions that he has asked, I have no information readily available. therefore, a separate question has to be

asked ; or, I am prepared to furnish all that information to him separately.

श्री के० एन० तिवारी : क्या डिपार्टमेंट प्रेस रिपोर्ट्स को भी नहीं देखता ? मंत्री महोदय कहते हैं कि अलग से सवाल किया जाए। शार्ट नोटिस क्वेश्चन मैंने दिया था लेकिन उसको भी एडमिट नहीं किया गया।

SHRI HANUMANTHAIYA : This has reference to two incidents in a particular area.

SHRI K. N. TIWARY : I was informed that the short notice question was not accepted by the hon. Minister and that that would be treated as a starred question.

SHRI HANUMANTHAIYA : If there is a short notice question, I will look into it. But apart from this procedure, the Railway Budget discussion is going on ; he can make these points and I will be able to make whatever reply is necessary.

MR. SPEAKER : Along with the reply that you make today ?

SHRI HANUMANTHAIYA : Yes, Sir

SHRI RAMSHEKHAR PRASAD SINGH (Chapra) : The Railway Minister, while replying to this call-attention motion, forgot to answer regarding a case which took place between Kopa Samhota and Tikniwas stations near Chapra. He also said that some information was not available. I will ask him a few general questions.

Probably, in 87 Up passenger train, which goes to Gorakhpur or comes from there, some railway protection force is provided. Why was no protection force provided on that particular date ? Is it because of the fact that no protection force was provided that that incident took place ?

Secondly, what arrangements have the railways made for meeting the grievance of such persons who are looted in the train ? Is their loss compensated ? Is there any rule in the railway ; if not, is the Railway Minister thinking of making some rule to provide relief to such persons who are looted in the train ?

Thirdly, what is the correct position of those persons who are wounded or killed in such incidents ?

SHRI HANUMANTHAIYA : I will refer to the rules on the subject and send a reply to him separately.

श्री कमल मिश्र मधुकर (केसरिया) : मंत्री महोदय ने अपने जवाब में राज्य सरकार पर सारी जिम्मेवारी डालने की कोशिश की है और इस तरह से खुद बच निकलने का रास्ता निकाल लिया है। जैसा कि तिवारी जी और विभूति मिश्र जी। कहा है कि कोई भला आदमी, आम जनता यह बरदाश्त नहीं कर सकती है कि वह लुट जाए, उसकी जान खतरे में पड़ जाए। इस कारण बहुत कम लोग सफर करते है। इससे रेलवे को घाटा भी हो रहा है, यह केन्द्रीय व्यवसाय घाटा उठा रहा है। लोग रेलवे में नही चलना चाहते। बसो आदि में चलना ज्यादा पसन्द करते हैं। मंत्री महोदय टालना चाहते हैं। वह कहते हैं कि बिहार के चीफ सैक्रेटरी को लिख दिया है। मैं जानना चाहता हूँ कि क्या उनको जानकारी है या नहीं कि पुलिस के अधिकारी, पुलिस के लोग भी इस तरह के काण्डों में सम्मिलित रहते हैं मैं जानना चाहता हूँ कि कितने ऐसे केसिस हैं जिनमें पुलिस के लोग भी किसी न किसी रूप में सम्मिलित रहे हैं ? मैं यह भी जानना चाहता हूं कि क्या उनको कोई सजा भी दी गई है या नहीं दी गई है ?

आप कहते है कि रेलवे केंद्रीय व्यवसाय होते हुए भी जहां तक ला एण्ड आर्डर मेंटेन करने का प्रश्न है, यह जिम्मेवारी राज्य सरकार पर है। मैं जानना चाहता हूं कि क्या आप ऐसी भी कोई व्यवस्था करने जा रहे हैं जिसके जरिये इस केन्द्रीय व्यवसाय में ला एण्ड आर्डर की जिम्मेवारी राज्य सरकार पर न होकर आपके ऊपर हो।

मैं यह भी जानना चाहता हूं कि आपने कौन सी ऐसी नई योजना बनाई हैं ताकि इस प्रकार की डकैतियों को रोकने के लिए जनता

[श्री कमल मिश्र मधुकर]

का सहयोग लिया जा सके और जन सहयोग को जागृत किया जा सके ?

आज हालत यह है कि रेलो में लूट होती है, चोरियां होती है, मर्डर होते है और एक्सीडेंट होते है। इस कारण लोग बसों में सफर करना ज्यादा पसन्द करते है। चोरी करवाना या बेइज्जत होना कोई पसन्द नही करता है। इस वास्ते जो प्रश्न मैंने किए है उनका आप स्पष्ट उत्तर दीजिये कि आप क्या करने जा रहे हैं ?

SHRI HANUMANTHAIYA : I am sorry this translation equipment is not working properly and, therefore, I have not been able to follow all the questions that my hon friend put. But I was able to follow it generally He asked whether the police are in league with dacoits and whether they have been found out. There are allegations to the effect that so far as the Railways are concerned, whenever there is looting and thefts are committed, the police concerned, including the R. P. F., some of them, may be participating in it that is the suspision that is being entertained and allegation made.

I am also trying to understand the intricacies of this problem. Of course, when such people are found, certainly, they will be punished. The question is how difficult it is to find such people and track them. But that will be done.

So far as Bihar situation is concerned, the gravity of the situation has gone to such an extent that it is not merely that the police or a few officials who can bring the situation under control. I am told, the whole villages are organised for this purpose by the goondas and some other dacoits and their colleagues. I would beg of the hon. Member whose constituency lies in this area to take steps to organise resistance movement in villages. Both officials and non-officials who are concerned about the fair name of Bihar have to take measures in order to put a stop to this

श्री अमर नाथ चावला (दिल्ली सदर) : यह जो एक्सट्रा आर्डिनरी सिचुएशन है, इसको मीट करने के लिये क्या मंत्री महोदय कोई एक्स्ट्रा आर्डिनरी मैशर्ज उठाना चाहते हैं और चाहते है तो वे क्या हैं ? चीफ सैक्रेटरी बिहार को लिखने के अलावा और मीटिंगें करने के अलावा क्या और भी कोई मैशर्ज एडाप्ट किए है और किए हैं तो वे कौन से हैं ?

SHRI HANUMANTHAIYA : As I said, I want to take all possible steps in cooperation with the State Government. I am going there. My hon. friend raised the question whether it is possible to change the rules and transfer the responsibility to the Central Government. As my hon. friend knows, it is an amendment of the Constitution that may be required for the purpose. The mere rule modifications will not confer upon the Central Government the powers and responsibility.

SHRI JYOTIRMOY BOSU (Diamond Harbour) : I wish to make a submission. This is about 4½ lakhs of Andhra Government employees. We gave an Adjournment Motion. All the Central Government projects are held up. This is a very serious matter.

MR. SPEAKER It is a State matter. This is not a matter within the cognisance of the Centre.

SHRI JYOTIRMOY BOSU : 4½ lakhs of employees are affected for the last 2 months. The Prime Minister should have a dialogue with them.

SHRI B. N. REDDY (Niryalguda) : I come from Andhra Pradesh. The administration has broken down. (*Interruptions*)

MR. SPEAKER : They are not responsible for the employees of the State They are not Central Government employees.

SHRI B. N, REDDY : **

MR. SPEAKER : Nothing will go on record. Next item. (*Interruptions*)**

So many things are being said without my permission. Nothing will go on record.

**Not recorded.

12.31 hrs.

STATEMENT RE : NOMENCLATURES OF MINISTRIES

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SANSADIYA KARYA TATHA NAUWAHAN AUR PARIWAHAN MANTRI) (SHRI RAJ BAHADUR) : Mr. Speaker. Sir, with your permission, may I inform the House that as a result of discussions with certain friends on the Opposition benches, an arrangement has been agreed to about the nomenclature of the various Ministries under which in the English papers the name in English would be followed by its Hindi equivalent, written in Devanagri script, By and large, this has been found acceptable. As you know, Sir, this was also informally discussed yesterday in the Business Advisory Committee.

MR. SPEAKER : This was put to me yesterday, and I happened to be sitting in the Business Advisory Committee. Of course. we looked at it informally. I think that this is a very acceptable solution, and we should agree to it...

SHRI INDRAJIT GUPTA (Alipore) : It is meaningless ?

SHRI ATAL BIHARI VAJPAYEE (Gwalior) : May I seek a clarification ?...

MR. SPEAKER : There is no other solution.

SHRI INDRAJIT GUPTA : But there is the printing difficulty, because they will have to print the Hindi name in Devnagari.

SHRI ATAL BIHARI VAJPAYEE : Apart from the difficulty in printing, may I know whether the DMK has accepted the solution ?

SHRI RAJ BAHADUR : Yes, they have agreed. In fact, this suggestion came from them, and we agreed.

SHRI ATAL BIHARI VAJPAYEE : This solution will apply to parliamentary business only.

MR. SPEAKER : Yes, parliamentary business only.

SHRI RAJ BAHADUR : Yes.

12.36 hrs.

MESSAGE FORM RAJYA SABHA

SECRETARY : Sir, I have to report the following message received from the Secretary of Rajya Sabha :

> "In accordance with the provisions of rule 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Medical Termination of Pregnancy Bill, 1971, which has been passed by the Rajya Sabha at its sitting held on the 27th May, 1971."

MEDICAL TERMINATION OF PREGNANCY BILL AS PASSED BY RAJYA SABHA

SECRETARY : Sir, I lay on the Table of the House the Medical Termination of Pregnancy Bill, 1971, as passed by Rajya Sabha.

BUSINESS ADVISORY COMMITTEE FIRST REPORT

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SANSADIYA KARYA TATHA NAUWAHAN AUR BARIWAHAN MANTRI) (SHRI RAJ BAHADUR) : I beg to move :

> "That this House do agree with the First Report of the Business Advisory Committee presented to the House on the 31st May. 1971."

MR. SPEAKER : The question is :

> "That this House do agree with the First Report of the Business Advisory Committee presented to the House on the 31st May, 1971."

The motion was adopted.

GOLD CONTROL (AMENDMENT) BILL*

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (VITTA MANTRALAYA MEN RAJYA MANTRI) (SHRI K. R. GANESH) : I beg to move for leave to introduce a Bill further to amend the Gold (Control) Act, 1968.

MR. SPEAKER : The question is :

"That leave be granted to introduce a Bill further to amend the Gold (Control) Act. 1968."

The motion was adopted.

SHRI K. R. GANESH : I introduce† the Bill.

STATEMENT RE : GOLD (CONTROL) AMENDMENT ORDINANCE

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (VITTA MANTRALAYA MEN RAJYA MANTRI) (SHRI K R. GANESH) : I beg to lay on the Table an explanatory statement (Hindi and English varsions) giving reasons for immediate legislation by the Gold (Control) Amendment Ordinance, 1971, under rule, 71 (1) of the Rules of Procedure and Conduct of Business in Lok Sabha. [*Placed in Library. See* No. LT—263/71]

12.38 hrs.

RAILWAY BUDGET, 1971-72—GENERAL DISCUSSION—*Contd.*

MR. SPEAKER : The House will now take up further general discussion of the Railway Budget for 1971-72.

We have still some further time left for the discussion of the railway budget. About 4 hours are left. How much time does the hon. Minister want ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : About 1½ hours.

MR. SPEAKER : So many questions have been asked today in the calling attention. Yesterday, he wanted one hour. But I think that in view of the questions today, we should not mind if he gets a little more time.

SHRI ATAL BIHARI VAJPAYEE (Gwalior) : Let him withdraw the increase in third class fares, and then the speeches will be all right.

MR. SPEAKER : In that case, I would not mind if we give him four hours together,

Shri Ram Dhan may now continue his speech.

SHRI S. M. BANERJEE (Kanpur) : When is the hon. Minister going to reply to the debate ?

MR. SPEAKER : I think, at 4.30 p.m.

श्री राम धन (लालगंज) : अध्यक्ष महोदय, मै कल भाषण कर रहा था। अभी मेरा भाषण पूरा नही हुआ था।

अध्यक्ष महोदय : आप एक दो मिन्ट और ले लीजिए।

श्री राम धन : अध्यक्ष महोदय, मैं आप को बहुत धन्यवाद देता हूं, क्योकि यह मेरा पहला भाषण है, जबकि आप अध्यक्ष पद पर आसीन हैं।

मै रेल मंत्री के भाषण की चर्चा कर रहा था, जिसमें उन्होंने कहा था कि संसद-सदस्यो की ओर से रेलवे प्रशासन में बहुत हस्तक्षेप होता है। मैंने इस बारे में एक उदाहरण दिया था। मैं रेल मंत्री से यह जानना चाहता हूं कि क्या वह चाहते हैं कि संसद्-सदस्य रेलवे प्रशासन के बारे मे कुछ भी न कहें। जैसे, तीसरे दर्जे के भाड़े को बढ़ाया गया है और इस विषय में संसद्-सदस्यो की राय नहीं ली गई है। क्या वह चाहते हैं कि ससद्-सदस्य इन सब बातों के बारे मे कुछ भी न कहें ?

रेल मंत्री ने यह घाटे का बजट उपस्थित किया है। अगर रेल विभाग की चोरी बन्द कर दी जाए और अधिकारियों द्वारा रेल विभाग

*Published in Gezette of India Extra-ordinary, Part II, section 2, dated 1-6-71.
†Introduced with the recommendation of the President.

में जो भ्रष्टाचार व्याप्त है, यदि वह खत्म कर दिया जाये, तो किराये बढ़ाने की आवश्यकता नहीं पड़ेगी। हमारा रेल मंत्री महोदय से एक नम्र निवेदन है। वह यह कि इस सम्बन्ध में कुछ वह गुप्त रूप से अचानक जांच किया करें तो अच्छा होगा। इस सदन को याद होगा कि माननीय स्वर्गीय रफी अहमद किदवई जब डाक तार मंत्री थे तो अचानक और आश्चर्यजनक तरीके से वह डाकखाने और दूसरे स्थानों की जांच किया करते थे और भ्रष्टाचार करने वालों को पकड़ते थे। मैं रेल मंत्री महोदय से कहूंगा कि अगर वह अपनी पगड़ी उतार कर कहीं चलें तो इनको लोग पहचानेंगे नहीं और यह आसानी से जांच कर सकते हैं और ऐसे मामलों को पकड़ सकते हैं। या अपना भेष बदल दें और इस तरह से जांच करें। श्री नन्दा जी ने एक तृतीय श्रेणी के यात्रियों की सुविधाओं और स्टेशनों की जांच की एक पद्धति जारी की थी। मोगलसराय यार्ड में कितने लाखों की चोरियां होती हैं, करोड़ों रुपये की चोरियां होती हैं और उसके सम्बन्ध में वहां मोगलसराय में उन्होंने कुछ एक अभियाव भी चलाया था। मगर वह अभियान वहां कुछ ऐसे लोगों के हाथ में दे दिया गया कि वह सफल नहीं हो सका ऐसी स्थिति में अगर मंत्री महोदय सही माने में समाजवादी कदम उटाना चाहते हैं तो सबसे पहले उन्हें भ्रष्टाचार को खत्म करना पड़ेगा। अगर आप भ्रष्टाचार को खत्म करने में असफल होते है तो समाजवादी व्यवस्था के लिए कोई भी कदम आप उठा नहीं सकते हैं। सभी सदस्यों ने इस बात की चर्चा की कि किस तरह से अधिकारी वैगनों के लिए घूस लेते हैं। आज समाचारपत्रों में पढ़ने को मिला कि एक असिस्टेंट ट्रांसपोर्ट अधिकारी से किस तरह से वैगन के लिए घूस लिया और रंगे हाथ पकड़ा गया। ऐसे मामले तो रोज हुआ करते हैं। अगर इस तरह की चोरियों को और रिश्वतखोरी को बन्द कर दिया जाये तो वह घाटा न और हमारा रेल विभाग सबसे अच्छी तरह से चल सके।

गाड़ियां लेट चलती हैं। एक अपर इंडिया एक्सप्रेस है वह 12-13 घंटे लेट चलती है। काशी से होकर आती है। एक वही गाड़ी है जो बनारस से दिल्ली आती है। उसकी यह हालत है कि वह 12-13 घंटे लेट चलती है। चार पांच घटे तो वह आम तौर से लेट चला करती है। माननीय नन्दा जी ने आश्वासन दिया था कि इसका सुधार करेंगे। लेकिन आज तक उसमें सुधार नहीं हुआ। हम उत्तर प्रदेश के पूर्वी जिलों से आते हैं, पूर्वी जिलों का स्वतंत्रता संग्राम में बहुत बड़ा हिस्सा रहा हैं सौर वहां से ब्रिटिश शासन समाप्त हो गया था। लेकिन हमें खेद के साथ कहना पड़ता है कि ब्रिटिश शासन काल में जो हमें रेल की सुविधाएं थीं वह आज आजादी के बाद हमें नहीं मिल रही हैं। दिल्ली से लखनऊ, अयोध्या, शाहगंज होते हुए सीधे एक गाड़ी जाती थी। लेकिन वह गाड़ी आजादी के बाद समाप्त कर दी गई। वह फिर डाइवर्ट कर दी गई। पहले वह सियालदह लाहौर एक्सप्रेस थी। फिर उसको दिल्ली तक किया गया और उसके बाद फिर उसको पठानकोट के लिए कर दिया गया। पूर्वी जिलों की जनता जो छोटी लाइन से आती हैं दिल्ली, लखनऊ और कानपुर के लिए उनको सीधी गाड़ी कोई नहीं है। हमने पूर्वी जिलों के जितने भी संसद् सदस्य हैं सब लोगों ने मांग की, लिख कर के दिया, रेलवे सलाहकार समिति में भी यह चीज उठाई गई लेकिन आश्वासन के अलावा हमें कोई चीज हाथ नहीं लगी। तो मैं वह चाहूंगा कि पूर्वी जिलों की इस तरह से उपेक्षा न की जाये। आप तो जानते हैं कि देश में उत्तर प्रदेश सबसे पिछड़ा है और उत्तर प्रदेश में हमारे पूर्वी जिले सबसे पिछड़े हुए हैं। हम क्षेत्रीय असंतुलन को ठीक करने की बात करते हैं लेकिन रेल विभाग की तरफ से और भी उस असंतुलन को बढ़ाया जा रहा है। आप ने कहा कि जो छोटी लाइन है उसको हम बड़ी लाइन में तब्दील करेंगे। लेकिन ऐसा किया नहीं जा रहा है। आपने क्षेत्रीय असंतुलन को ठीक करने का वादा किया

[श्री राम धन]

हैं तो क्या यह काम आप पूर्वी जिलो से लेंगे या छोटी लाइन जिसके बारे मे ग्रभी डकैती वगैरह की चर्चा हुई है उसको आप पहले लेंगे और वहा बडी लाइन भेजेंगे ?

एक बात यह है कि अनुसूचित जातियो के कर्मचारियो के साथ रेल -विभाग मे बडा अन्याय होता है। इसके लिए हम वचनबद्ध है, लेकिन जो हमे सविधान मे सरक्षण मिला है वह भी पूरा नही होता । अगर उन्हे नौकरी दी जाती है, अगर 18 परसेंट उनका रिजर्वेशन है तो 80 परसेंट उनका टर्मिनेशन भी है । जो नौकरिया उन्हे दी जाती है उसमे जल्दी ही कई तरीको से उनकी गुप्त रिपोर्ट खराब करके उन को तरक्की से वचित कर दिया जाता है । इतना बडा अन्याय रेल विभाग मे अनुसूचित जाति और अनुसूचित आदिम जातियो के साथ होता है। मैं चाहूगा कि अगर रेल विभाग को आप अच्छी तरह से चलाना चाहते है तो इन कर्मचारियो के साथ न्याय हो। इन शब्दो के साथ मैं आपको धन्यवाद देता हूं कि आप ने इतना समय मुझे दिया ।

श्री विभूति मिश्र (मोती हारी) अध्यक्ष महोदय, रेलवे मत्री जी ने जो बजट पेश किया है उसका मैं स्वागत करता हू। रेल मन्त्री जी को मैं यह आश्वासन दिलाना चाहता हू कि देश आपके साथ है यह पार्लियामेंट आपके साथ है। लेकिन एक बात कहना चाहता हू कि यह रेलवे बिजनेस कसर्न है और जब यह कांट्रैक्टर्स और प्राइवेट परसन्स के हाथ मे थी तो काफी मुनाफा इसमे होता था । आप के हाथ मे जाने से क्यो घाटा होने लगा ? मै समाजवाद मे विश्वास करता हूँ, समाजवादी हू । मैं चाहता हू कि इस देश का सारा काम सरकार चलाये । लेकिन मै यह देखता हूँ कि रेलवे इतना बडा कसर्न है जिसमे लगभग 30 अरब के खर्च लग रहा है और इसमे घाटा हो यह बात बडी आश्चर्यजनक है। रेलवे मंत्री जी बहुत पुराने गाधी वादी और सीजन्ड कांग्रेसजन हैं । कभी इन्होंने विचार किया कि भाई, हम जनता पर तो टैक्स लगाते हैं क्योंकि यह देश हमारे हाथ मे है। हमारे हाथ मे सत्ता और शासन है । हम जनता के ऊपर टैक्स लगाएं लेकिन कभी आप ने यह विचार किया कि इस विभाग मे घाटा क्यो होता है ? आप के यहां लोग आते है, आप के विभाग के आदमी आते है, कभी आप ने उनसे पूछा कि यह घाटा क्यो होता है ? मैं बतलाना चाहता हू कि जितनी ब्राच लाइने है उनमे आप देखिए तो गाडी के डिब्बे भरे है लेकिन टिकट वाले एक भी नही है। वह पैसा कहां जाता है ? कुछ तो जनता के साथ रह जाता है । और कुछ रेलवे कर्मचारितों के साथ रह जाता हैं । नतीजा यह होता है कि रेलवे को घाटा लगता है । सरकार इसके ऊपर पूरा ध्यान दे कि जिसमे रेलवे का समुचित प्रबन्ध हो और रेल में जो चढे तो पैसा दे और आराम से चढे। चढने पर उस को आराम मिलना चाहिए ।

मंत्री महोदय ने 250 करोड रुपये डेवलपमेंट फड के इस मे से काट दिए। मै पूछना चाहता हूँ कि जब इतना घाटा लगा तो फिर किराया बढया और जब डेवलपमेंट का फड काट देंगे, रेलवे का अगर विकास नही होगा तो फिर तो आप की और घाटा लगेगा । इसलिए यह रेलवे डेवलपमेंट का 250 करोड रुपये काटना मैं उचित नहीं समझता हूं । मैं चाहूंगा कि इस को आप रेस्टोर करें । हो सकता हैं कि कल चीन की लडाई हो या पाकिस्तान से लडाई हो तो आप के पास रेलवे के सिवाय और कोई कैरियर नहीं है कि जो लडाई के सामान को ढोये और सारा कामकाज करे । रेलवे नहीं होती तो पाकिस्तानी हमले के समय पंजाब में हम लोग इतना कमाल नहीं कर सकते थे। इसलिए मन्त्री महोदय से कहूँगा कि रेलवे का 250 करोड़ जो डेवलपमेंट का फंड काटा है उसको रेस्टोर कीजिए और रेलवे को पूरा मजबूत कीजिए ।

दूसरी बात-मंत्री जी ने खुद कहा हैं कि डिफरेंट लाइन्स हैं-मीटर गेंज है, नैरो गेज है, यह अंग्रेजों की देन है। लेकिन अंग्रेजों की देन है तो आप धीरे-धीरे तो इस देन को हटाइए, मीटर गेंज और नैरो गेज को हटाइये और सबको ब्राड गेज में ले जाइये। अभी दो दिन पूर्व हमारे आसाम के भाई कह रहे थे कि अगर उनको आसाम जाना हो तो बरौनी तक जाने के बाद बाटिलनेक हो जाता है। क्योंकि बरौनी तक तो आप बड़ी लाइन से जाते हैं और उसके बाद आप को छोटी लाइन का सामना करना पड़ता है। मान लीजिए आपकी कोई स्ट्रेटेजिक आवश्यकता हो, आपको कोई अपना सामान लोड अनलोड करना हो तो आपको कितनी बड़ी दिक्कत आयेगी। तो सुरक्षा की दृष्टि से बहुत आवश्यक है कि सारे देश में एक ही लाइन हो। मैं मन्त्री जी से कहना चाहता हूं कि आपके सामने चाहे कोई भी दिक्कतें हो, स्ट्रेटेजिक प्वाइट आफ व्यू को देखते हुए आपको इस सम्बन्ध में जल्द से जल्द कदम उठाने चाहिए।

इसके अतिरिक्त मुझे यह निवेदन करना है कि एक लाइन जो चल रही है समस्तीपुर से मुजफ्फर नगर उसको रक्सौल तक ले जाया जाये। नैपाल राज्य भी डिमान्ड कर रहा है कि नैपाल में बड़ी लाइन जानी चाहिए। समस्तीपुर से मुजफ्फरपुर जो लाइन है वहां मोतीहारी डिस्ट्रिक्ट हेडक्वार्टर है, वहां पर गंडक का डेवलपमेंट हो रहा है और तमाम शुगर फैक्टरीज इस लाइन पर हैं इसलिये यह बहुत ही मुफीद लाइन है। मैं चाहूंगा कि मन्त्री जी डिसपैशनेटली इस बात पर गौर करें और इस लाइन को बड़ी लाइन में बदलें। इस तरह से आपको लखनऊ तक आने में बड़ी सहूलियत हो जायेगी अगर इसको आप बड़ी लाइन बना देंगे तो यह शार्टेस्ट रूट हो जाएगा। बरौनी मोतीहारी होकर यह लाइन चली जायेगी जोकि एक बार्डर लाइन है।

अध्यक्ष जी, एक बात मुझे और कहनी है। बिहार इस देश की सेकेन्ड लार्जेस्ट स्टेट है लेकिन वहां पर रेलवे का एक सर्विस कमीशन नहीं है। बहुत दिनों से हम मांग कर रहे हैं कि वहां पर रेलवे सर्विस कमीशन बनाया जाये ताकि बिहार के बच्चे वही पर इम्तहान दे सकें। आज उनको या तो कलकत्ता जाना पड़ता है या फिर इलाहाबाद जाना पड़ता है। रेल मन्त्री की स्टेट मे रेलवे का एक अलग जोन बन गया और रेलवे सर्विस कमीशन भी बन गया लेकिन बिहार जो कि सेकेन्ड लार्जेस्ट स्टेट है वहां पर आजतक नही बन सका है। इसलिए मेरी डिमांड है कि बिहार में रेलवे सर्विस कमीशन की स्थापना की जाये जिसका हेडक्वार्टर पटना में हो ताकि बिहार के जो बच्चे रेलवे में नौकरी के लिए दरख्वास्त दें उनका वही पर इम्तहान हो सके और वहीं पर उनकी बहाली हो सके। आज उनको या तो कलकत्ता जाना पड़ता है या इलाहाबाद जाना पड़ता है। यह एक बहुत बड़ी कठिनाई है जिसको कि जल्द से जल्द दूर किया जाना चाहिए।

इसके अलावा एक बात और है। क्लास फोर के जो कर्मचारी है उनकी बहाली जिस रेंज में होती है उसी रेंज के लोग उसमें नहीं आते हैं। होता यह है कि हेडक्वार्टर के बड़े-बड़े अफसरों के नजदीक जो लोग आते-जाते हैं उन्ही की बहाली वहा पर कर दी जाती हैं। इसलिये मैं चाहता हूँ कि क्लास फोर कर्मचारियों की बहाली के लिए कोई कायदा होना चाहिए।

अध्यक्ष जी, रेलवे बुक स्टाल्स में आजकल दो तीन आदमियों की ही मानोपली है। इसलिये मैं चाहता हूं कि जो बड़े-बड़े स्टेशन्स हैं रेलवे की तरफ से उनकी डाक बोली जावे वहां के लोगों की च्वाइस से किताबें खरीदें और बेचें। इसमें सरकार को भी मुनाफा होगा। इस देश में आपने हर जगह से जमीदारी तो समाप्त कर दी लेकिन रेलवे में बुक स्टॉल्स के मालिकों की जमीदारी को बरकरार रखा है। मैं चाहता हूँ कि उनको भी आप हटायें।

[श्री विभूति मिश्र]

आखिरी बात जिसे कहकर मैं समाप्त कर रहा हूं, वह यह है कि हमारा घर यहां से 8-9 सौ मील दूर है। रेलगाड़ी में 12-14 घंटे ज्यादा हम सिर्फ अनपक्चुअलिटी की वजह से बठे रह जाते हैं तो इसकी तरफ भी मन्त्री जी को, रेलवे बोर्ड को ध्यान देना चाहिए। नैपोलियन वाटरलू के मैदान में तीन मिनट लेट हो गया इसलिए हार गया। यहां पर 12-12 घंटे गाड़ियां लेट चलती हैं तो पक्चुअलिटी की तरफ भी सरकार को ध्यान देना चाहिए।

SHRI BIRENDER SINGH RAO (Mahendragarh) : Mr. Speaker, Sir, there has ben a very strong criticism on the working ofethe railways from both sides here. But the saddest commentary is provided by the Railway Minister himself in his speech I should have expected from a veteran leader like him that before agreeing to read that speech prepared by his officers, he should have sacked them all. But I am glad he has very boldly and frankly admitted all the deficiencies in his department. He has made a very doleful appeal to this House for helping him in finding solutions to the various difficulties he is facing. But I do not know how this House can help him if his own party and his colleagues in the Cabinet are not helpful to him, His party is dominating the House and he is a very senior minister. If he cannot stop all these hundreds of cases of attacks on trains occurring every month and thousands of cases of pilferage, thefts of wires, murders, ete., then there is something basically wrong with the person at the head. With due respect to him, he bears the name of the powerful God, Hanuman, who could move mountains. But our Railway Minister has not been able to move railway waggons even with the help of engines on rails. I should have expected that he would certainly come to feel that there is no justification for his sitting in charge of this ministry if he cannot improve things. He is feeling very helpless. If he cannot prevail upon the Prime Minister to twist the ears of the Chief Ministers of States where they cannot keep law and order, then who else could ?

I would remind him that his Railway Protection Force could shoot one dozen innoecnt students at Rewari railway station only for shouting slogans, but he has not been able to shoot a single dacoit or murderer when so many crimes are taking place every day on the railways. This Government could dissolve the Haryana Assembly, dismiss the Government to stop defections but they cannot dismiss those ministries in Bengal or Bihar where they have utterly failed to maintain law and order completely. He presents such a pathetic picture ; I really sympathise with him. He has been Chairman of the Administrative Reforms Commission. If the cannot reform things in his own department, who would have faith in the report of that commission ?

I would like to help him with a few suggestions. If he thinks the Railway Protection Force cannot do better, let him put me in charge of it for three months. After that, if there is a single case of attack on any train, I will resign my membership of this Parliament ; or, he should resign from the Railway Ministry.

13.00 hrs.

MR. SPEAKER : I think that suggestion is worth trying.

SHRI BIRENDER SINGH RAO : If Shri Lal Bahadur Shastri could resign only for an accident on a railway line, I do not know why our Railway Minister, Shri Hanumanthaiya, cannot take similar measures. He should take courage in his hands, stop all these things, take coal to the factories, to the poor peoples' homes from the pit-heads...

MR. SPEAKER : I suggest...

SHRI BIRENDER SINGH RAO : I have not covered all the points.

MR. SPEAKER : I am not going to stop you. माननीय सदस्य को यह शक कैसे हो गया कि मैं उन्हें बंद करने वाला हूं। मैं तो यह कहने जा रहा था कि क्या लंच करने आज वह नहीं जायेंगे ?

SHRI BIRENDER SINGH RAO : I am t ankful to you.

MR. SPEAKER : He did not like being

twisted when he was himself the Chief Minister.

13.02 hrs.

The Lok Sabha adjourned for Lunch till Fourteen hours of the Clock.

The Lok Sabha re-assembled after Lunch at five minutes past Fourteen of the Clock

[Mr. Deputy-Speaker *in the Chair*]

RAILWAY BUDGET, 1971-72—GENERAL DISCUSSION—*Contd.*

MR. DEPUTY SPEAKER : Shri Birender Singh Rao to continue his speech.

SHRI BIRENDER SINGH RAO : Mr. Deputy-Speaker, Sir, I am doubtful whether the hon. Minister would accept my honorary services. But the situation is so deplorable that I would appeal to you to advise him, if not in the public interest, in his own interest to save his reputation and, perhaps, to ensure a Governorship for himself, while there is yet time to resign. Otherwise, I am sure, sooner or later, and, perhaps, sooner than later, he would find himself organising a Sadhu Samaj outside or a resistence movement of which he was talking only a few minutes back.

It is unimaginable that the largest commercial undertaking of the Government of India should run at a loss. I would humbly make a few suggestions and, I hope, the hon, Railway Minister would pay attention to them. In my view, there is no justification whatsoever for increasing the rates of fares and freights. If he only puts down his foot strongly and tells the General Managers of various zones that anyone who does not stop the leakage in the Railways would be demoted or would be forcibly retired prematurely. I am sure, if these large-scale leakages are stopped, at least 25 per cent more income can be derived. They can be asked to increase the income, the earnings, of the Railways by 25 per cent at least in a year and they can also be ordered to see that there is 25 per cent economy in all expenditure of the Railways, That is not a very difficult thing to do. It has been done in various Departments. The States try to do it in the Excise Department and in other Departments and the income goes up invariably. I am surprised and shocked to see that no mention at all has been made in the speech of the hon. Railway Minister about any stringent measures being taken to effect economy in the expenditure or to stop the leakages in the income of the Railways.

I would like to give a few suggestions, particularly, with regard to my area. The metre-gauge lines fall in two zones, the western zone and the northern zone. The metre-gauge system is put in one zone along with the broad-gauge lines with the result that very little attention is paid towards expansion of metre-gauge railway lines. I would suggest that the metre-gauge systems in the western zone and in the northern zone should be placed in one separate zone in order to receive better attention.

There is no justification whatsoever, as I said, in increasing the fares and freights. How can he increase the fares when he knows very well that at least 25 per cent of the passengers travel either on foot-board of the trains or on the top of the railway wagons. If they cannot even provide sitting accommodation how do they want more fares from the poor people ? The condition of the railway stations, platforms, waiting rooms, running carriages, etc. is, to say the least, sickening. They cannot even decorate the stations properly ; they cannot maintain the station yards properly. If you go to some of the interior lines, you would find that the railway sations look like slaughter houses. There are hundreds of khalassies, but they are only working for the station masters, carrying water to their homes and their bath-rooms etc. but they cannot give a better look to the railway stations which are used by millions of railway passengers, by planting a few flowering shrubs and trees.

Thousands of people, like contractors, licensees, refreshment-room contractors, dinning car contractors etc. have become multi-millionaires up the expense of railways. There is no reason why the Railway Department cannot take these works in their hands to earn additional revenues : it would be of help to millions and millions of persons who use the Railways daily in providing better services also.

There is a very busy railway line between Rewari and Delhi. This is the line on the metre gauge system. About 25 K. Ms. between Gadi Harsaru and Rewari only is left to be doubled. If this portion is

[Shri Birender Singh Rao]

also doubled, there will be much better operational ease for traffic between Rewari and Delhi. There is another demand from my area. The broad gauge line runs up to Delhi cantonment from Delhi junction. If this could be extended up to Rewari that would be very beneficial as this area is to be included in the Master Plan of the Capital city of Delhi. Then there would be industries ; people would like to set up their factories there. They could not do it now for want of broad gauge line, on that section of the Railway. So, industries are not coming up in the area so close to Delhi. This would not cost much. There are very few trains running between Rewari and Narnaul. For instance there is the Janta express train running from Delhi. It stops at a place Ateli in my constituency for half an hour to take water. These are the 31 up and 32 down trains. No tickets are issued for this station from Delhi or Rewari. The people travel without tickets. Railways lose much revenue. They could very easily make it a stopping station to provide additional service for Ateli Mandi on Rewari-Narnaul section.

There are many level crossings on the railway lines without manned gates. There is no reason in the present modern world, why we should not provide manned gates everywhere for public convenience. There are many villages and important towns, eg. Atali Mandi, Kanina and hundreds of villages where the gates are without gatemen. During the day time, the villagers whose lands are divided by the railway lines could play their bullock carts to carry their produce. But after 6 P. M. no traffic is allowed. People are virtually impounded in their villages. They cannot get out even if they are sick ; they cannot take patients out in bullock carts or other vehicles. So, there is no reason why we should not provide a whole time man for each and every gate. Let the Minister calculate how many million man-hours are lost for the nation because these gates are closed for long hours. Sometimes they close the gates half an hour before the arrival of the train and the gate man sit unconcerned smoking. There should be at least a time limit. Not more than 5 minutes should be allowed for a gate to remain closed. There should be a fool-proof system, so that millions of man-hours of this developing nation are not lost every day.

SHRI N. TOMBI SINGH (Inner Manipur) : Mr. Deputy-Speaker, Sir, I am getting this rare chance after having waited in deep suspense and with a lot of anxiety for pretty long time. I represent a region which is very far away from the nearest railway station. The railway station and the possibility of railway lines are further than the moon from this place, it appears.

Having listened in rapt attention to the discussions that have taken place in this connection, I would like to observe that a very important aspect has been forgotten and neglected for the matter of that.

For making a better analysis of the subject, I would like to divide the country into three zones. The first is the zone where the rail conditions are such that the railway lines are best arranged ; the second is the zone where there is extension but still there is a lot to be done yet, and the third is the zone consisting of difficult areas where there is not an inch of railway lines.

Sir, I represent such an area, namely Manipur which is on the eastern strategic border of the country. The people of this territory have to travel more than hundred miles to see the nearest railway station, and the only national highway which provides an opening for this area to the rest of the country was opened hardly sixty years ago A railway station or a railway line or whatever is related to a railway line is stranger than the moon to the people of our region.

When raising this question in the course of the deliberations on the railway budget, I am not merely expressing my personal sentiments, but am pointing out to the hon. Members sitting here, who are representing the country, that in this country there are such neglected areas where railways have yet to be extended. I quite appreciate that the conditions are quite difficult. But then, these areas also have to live, have to develop and have to exist in their own interest as well as in the interest of the country. Only by encouraging the development of these areas, the country can strengthen its economy and security.

Our demand for the extension of the railhead to the Jiribam area of Manipur from Silchar or the near by station in Cachar, which would help in Manipur's better integration with the rest of the country has been voiced time and again for the last 22

years, and I remember the assurances and re-assurances of the successive line of Railway Ministers in this regard. But uptil now, it is clear that nothing has been done. Even the survey work has not been taken up.

As you know, Sir the Cachar-Imphal road has been under construction, and it has been completed. Therefore, our demand has become stronger and the need for the extension of the railway line from Silchar or the nearby station Jiribam has become an issue of tremendous significance, which will on the one hand give satisfaction to the people that a beginning has been made and on the other it will develop the economy and strengthen the security of this area.

We recall with pride and a sense of gratitude the visit of the hon. Railway Minister to our place as chairman of the Administrative Reforms Commission some time back. He saw the difficulties there. We have industrial possibilities, but due to want of communication facilities and so many other factors, in spite of rich resources, this part of the country could not be developed yet, and industrial projects cannot be taken up. This is about the extension of the railway line to Jiribam from Silchar or nearby station.

The next suggestion is about improvement of the conditions obtaining today. We have the nearest railway station at Dimapur *via* Kohima. From Manipur round the year, hundreds of pilgrims go out in groups to different places of India. The pilgrim season is specially between the summer and winter. It will be interesting to note that many of the railway employees who are experienced in exploiting innocent passengers serving in the Assam-Bengal sector do not go on leave at this time ; even those who were about to go on leave, cancel their leave. This is a known fact, because this is the time when Manipuri pilgrims move out in groups mostly for the first time in their life times.

MR. DEPUTY-SPEAKER : He could write about the details to the Minister.

SHRI N. TOMBI SINGH : I appreciate the difficulty of the lack of time, Sir. But the significance of a few words said on the floor of the House cannot also be ignored. One minute more and I finish. In order to remove the difficulty of these pilgrims as also of ordinary passengers going out from Manipur *via* Kohima and then taking the train from Dimapur either to east or west, I would suggest that special bogies be attached from Dimapur, to the Assam Mail and to one of the trains going to Howrah.

I would also suggest to the hon. Minister to look into the question of the employment of adequate Manipuri personnel on the railway staff who will be able to help the pilgrims and the other passengers whose ignorance and inexperience is now being exploited to the maximum by the railway employees. I would, therefore, suggest the employment of Manipuris this sector. Employment statistics in this respect now show nil. So I would again request the hon. Minister to fill up this deficiency and also see to it that the extension from Silchar to Jiribam demanded since long be taken up as quickly as possible. The hon. Minister in his reply may be pleased to say a few words on these points. At least that would give us the consolation that we have been heard and our suggestions have been attended to. With these words I conclude.

श्री धर्मराव अफ़ज़लपुरकर (गुलबर्गा) : उपाध्यक्ष महोदय, मुझे इस बात पर बड़ा अफसोस होता है कि चार पांच साल से रेलवे बजट में खसारा दिखाया जा रहा है। इतने बड़े पब्लिक सैक्टर अंडरटेकिंग में हजारों करोड़ रुपये लगाये गये हैं, जिसमें गुड्ज ट्रैफिक और पैसेंजर ट्रैफिक में इस कद्र इजाफा हुआ है कि लोगों को बैठने के लिये जगह नहीं मिलती है और माल भेजने के लिए वैगन नहीं मिलते हैं, लेकिन इसके बावजूद इसके बजट में खसारा दिखाया जाता है, यह एक अफसोसनाक मुकाम है। इस हालत में यह कहना पड़ता है कि रेलवे में जो कुछ भी खसारा या नुकसान बताया जाता है, उसकी एक ही वजह है कि रेलवे में काफी चोरी होती है कि और इस बारे में रेलवे के आला अफसरान की जानिब से कोई देखभाल नहीं है। हाल ही में, 24 तारीख को, मैं ने अखबार में पढ़ा है कि मुगलसराय जंक्शन पर रोजाना दो सौ वैगन ऐसे आते हैं, जिनमें कोई माल नहीं होता है, क्योंकि उनके गुड्ज को लूट लिया जाता है।

[श्री धर्मराव अफज़लपुरकर]

यह भी बताया गया हैं कि इस प्रकार दो लाख रुपये रोज का नुक्सान होता है। इस तरह एक ही जंक्शन से रेलवे कों साल मे 7 करोड़ रुपये का नुक्सान होता है। अगर रेलवे और हुकूमत की तरफ से इस तरफ ध्यान दिया जाये, तो रेलवे में 33.12 करोड़ रुपये का जो खसारा बताया गया है, वह खसारा नही होगा।

रेलवे में ट्रैफिक मे इस कद्र इजाफा हुआ है कि पैंसेजर्ज को मिलने वाली ऐमिनिटीज नहीं के बराबर रह गई है। न तो सफ़ाई, पानी और रोशनी का इंतजाम है और न मुसाफिरो के लिए बैठने की जगह है। लेकिन पैंसेजर फेयर मे बराबर इज़ाफ़ा होता जा रहा है। इस साल भी पैंसेजर फेयर मे इजाफा किया गया है। जब हमने सोशलिज्म और गरीबी हटाओ का नारा लगाया है, तो इस इजाफे को देखते हुए हम किस तरह अपने हल्के के लोगो को यह कहे कि हमने गरीबो के लिए कुछ किया है। हमने तो उन पर और ज्यादा बर्डन डाल दिया है। इस लिए मैं मत्री महोदय से यह निवेदन करना चाहता हू कि थर्ड क्लास के पैंसेजर फेयर में जो इजाफ़ा किया गया है, वह कम से कम उसको विदड्रा कर ले, ताकि हम अपने लोगों को फ़ख्र के साथ यह बता सकें कि हमने गरीबों के लिए कुछ किया है।

मैं अपनी कांस्टीट्युएन्सी के बारे में कुछ बातें बताना चाहता हूं। गुलबर्गा, जो पहले हैदराबाद के इलाके में था, आज मैसूर स्टेट का एक हिस्सा है। हैदराबाद की हुकूमत ने 1956 में गुलबर्गा से गदक तक और वाड़ी जंक्शन से कोप्पल तक दो रेलवे लाइनों का सरवे किया, लेकिन न मालूम अब तक ये दोनों लाइनें नहीं ली गई हैं। बल्कि मैं कहूंगा कि जब से रेलें शुरू हुई हैं, तब से हमारे यहां बम्बई से मद्रास तक एक ही रेलवे लाइन है— उसके अलावा और काई रेलवे लाइन नहीं है। इस वजह से मेरे क्षेत्र में कई लोग ऐसे हैं, जो अभी तक रेलवे लाइन या रेल का डिब्बा नही देख पाये हैं। इन दोनों लाइनों का बनाया जाना बहुत जरूरी है। यह इलाका बहुत बैकवर्ड है। इन लाइनो की वजह से वहाँ बड़ी-बड़ी इडस्ट्रीज कायम होगी और अनएम्पलायमेट प्राबलम साल्व होगी और लोगो को दूर-दूर के मुकामात तक जाने मे आसानी होगी।

गुन्तकल से बंगलौर तक की मीटरगेज रेलवे लाइन को ब्राडगेज बनाने के लिए सर्वे कम्पलीट हो गया है, लेकिन तीन चार साल से वह काम नही लिया गया है। अगर वह लाइन ब्राडगेज मे परिवर्तित कर दी जाये, तो बगलौर से दिल्ली तक आने के लिए बड़ी सहूलियत हो जायेगी। बंगलौर के रहने वालों को दिल्ली आने के लिये या तो मद्रास को जाना पड़ता है और या बम्बई को जाना पड़ता है, जिससे दो ढाई सौ मील की यात्रा बिना किसी कारण करनी पड़ती है, अधिक पैसा देना पड़ता है और कीमती वक्त जाया करना पड़ता है। बगलौर से दिल्ली तक कोई डायरेक्ट लाइन नही है। अगर कम से कम गुन्तकल से एक एक्सप्रेस दिल्ली तक वाया दाउन्ड और मनमाड हो जाये, तो उस इलाके में रहने वाले लोगों को दिल्ली आने के लिए सहूलियत हो जायेगी।

हासन से मंगलोर तक एक मीटर गेज लाइन का कंस्ट्रक्शन हुआ है। अगर उस मीटरगेज लाइन को ब्राडगेज कर दिया जाये, तो मुनासिब है। अगर हासन को बंगलौर से मिला दिया जाये, तो मद्रास से मंगलोर का, ईस्ट टु वेस्ट, कनेक्शन हो जाता है। यह इलाका बहुत सरसब्ज़ और शादाब है और यहां बड़ी-बड़ी फैक्टरीज कायम होने के आसार हैं।

रेलवे विभाग की तरफ से डीलक्स ट्रेन, राजधानी एक्सप्रेस और इलैक्ट्रिक ट्रेन चलाई

जा रही हैं, लेकिन देश में ऐसे कई स्टेशन भी हैं, जहां प्लैटफार्म नहीं हैं, वेटिंग रूम नहीं है, पानी और रोशनी का इन्तजाम नहीं है। मेरे ही हल्के में सावलगी और मतुंर ये दो स्टेशन आज भी वैसे ही हैं, जैसे कि वे रेलेवे शुरू होने के समय पर थे। इन सौ सालों में उनकी हालत में कोई सुधार नहीं हुआ है। इन बातों की तरफ ज्यादा ध्यान दिया जाना चाहिए, न कि एयर-कन्डीशन्ड, और डीलक्स गाड़ियां या राजधानी एक्सप्रेस चलाने की तरफ। रेलवे ने बहुत कुछ तरक्की की है, लेकिन मैं नहीं समझता कि पैसेंजर्ज को जिस हालत में सफर करना पड़ रहा हैं, उस तरफ कोई ध्याव नहीं दिया जा रहा है। जहां कही भी प्लैटफार्म या वेटिंग रूम नहीं हैं, जहां पानी और रोशनी का इन्तजाम नहीं है, जहां बैठने के लिए सुविधा नहीं है, सबसे पहले उसका इन्तजाम किया जाना जरूरी है। न कि करोड़ों रुपये बड़ी-बड़ी लाइनें डाल कर और एयर कंडीशन्ड कारें चला कर खर्च करें क्योंकि इस तरह से,जो सुविधाएं दी जाती हैं वह बड़े-बड़े लोगों के लिए हैं। किसानों और गरीबों के लिए कोई सुविधा नही है। तो सौ साल से इस तरफ ध्यान नहीं दिया गया हैं। मैं इस तरफ मंत्री महोदय का ध्यान दिलाना चाहता हूं कि वह इस ओर फौरी ध्यान दें और जहां कहीं रेलवे प्लेटफार्म नहीं हैं सबसे पहले उसको प्रेफरेंस दिया जाय।

एक और चीज की ओर मैं ध्यान दिलाना चाहूंगा। एक स्टेशन है नारायनपेठ के नाम से। पांच साल से वहां के लोग कोशिश कर रहे हैं कि इसका नाम बदल कर सैदापुर रखा जाय। इस वास्ते कि जो नारायनपेठ है वह स्टेशन से 20 मील की दूरी पर है और सैदापुर बिलकुल स्टेशन से लग कर है। पांच हजार की वहां आबादी है, काफी बड़ी मंडी वह है और बहुत से लोग वहां व्यापार करते हैं। नारायनपेठ के नाम से स्टेशन रहने से माल व्यापारियों को ठीक से नहीं पहुंचता है। इसलिए वह चाहते हैं कि उसका नाम बदल कर सैदापुर रख दिया जाये। इसके लिए पांच साल से वह मुसलसल कोशिश कर रहे हैं। लेकिन इसके बावजूद भी रेलवे एथारिटीज़ इस तरफ कोई ध्यान नहीं दे रहे हैं। मेरी समझ में नहीं आता जिस चीज में रेलवे विभाग को कोई पैसा खर्च नहीं करना है, कोई और ऐसा काम नहीं करना है, सिर्फ नाम की तब्दीली उससे लोगों को सहूलियत मिलती है तो उसे न करने का कारण क्या है ? मेरा निवेदन है कि इसके ऊपर ध्यान दिया जाय और लोगों की जो शिकायत हैं उसे दूर किया जाय।

श्री राम कंवर (टोंक) : माननीय उपाध्यक्ष महोदय, रेल मन्त्रालय के बजट पर बोलने का आपने जो मुझे अवसर प्रदान किया है उसके लिए मैं आपका आभारी हूं। मैं कुछ बातें रेल मंत्री महोदय के समक्ष पेश कर रहा हूं जो राजस्थान और विशेष रूप से मेरे निर्वाचन क्षेत्र टोंक के सम्बन्ध में हैं।

इसके पहले मैं यह थोड़ा सा निवेदन करना चाहूंगा कि रेल के मुसाफिरों की किराये और माल भाड़े में जो दरें बढ़ा दी गई हैं, उस पर फिर से विचार किया जाय और उस बढती को वापस ले लिया जाय। नहीं तो जो किराया बढ़ा दिया गया है उसका असर निम्न वर्ग के लोगों पर पड़ेगा। गांवों में ज्यादातर लोग बेजमीन हैं और खेतिहर मजदूर हैं। वह अपनी रोजाना की दिहाड़ी पर ही निर्भर करते हैं और जब कभी वह रेल से कहीं जाते हैं तो किराया बढ़ाने से उनको अनेक कठिनाई होगी क्योंकि उनके पास मूल साधन परिश्रम ही है। इस हालत में इस बढ़े हुए किराये के भार को सहन करना उनके लिए बड़ा कठिन होगा। माननीय मन्त्री जी अगर बजट में किराया बढ़ाने के साथ साथ उन श्रमिक मजदूरों और निम्न-वर्ग के लोगों के लिए कुछ परसेंट मजदूरी भी बढ़ाने की घोषणा करते तो अधिक अच्छा होता और जो रेलवे का किराया बढ़ा दिया गया है उसका भार वह महसूस नहीं करते। इस चीज को देखते हुए मेरा अनुरोध है कि रेल किराये की वृद्धि को वापस लिया जाय।

[श्री राम कंवर]

पिछले मध्यावधि चुनावों में समाजवादी सिद्धान्तों की जो दुहाई दी गई थी और गरीबों के लिए सुविधाएं दिलाने की और रोजगार जुटाने की जो बातें कही गई थी उनको ध्यान में रखते हुये आज रेल के बढ़ते हुए किराये से काफी निराशा पैदा हो गई है। क्योंकि जहां एक ओर किराया बढाया गया है वहां दूसरी ओर रेल के मजदूर, गैंगमैन व चतुर्थ श्रेणी के कर्मचारियों की मजदूरी बढ़ाने की कोई चर्चा बजट में नही की गई है। किराये और भाड़े की दरें बढ़ाने के बजाय यदि रेलवे की कार्य-कुशलता में सुधार किया जाता तो रेलवे के खर्चे में कुछ बचत हो सकती थी। रेलवे के सामान की चोरी को रोकने के उपाय को तेजी से बढ़ाया जाय तो कुछ विशेष लाभ होगा। इसके लिये एक उच्च वर्गीय अधिकारियों की उप-समिति बनाई जाय।

मैं कुछ ऐसी स्थिति भी सामने रखना चाहूंगा कि किसी भी रेलगाड़ी को आप देख लीजिये, हर गाड़ी में भारी भीड़ रहती है और हर तरफ यही शिकायत रहती है कि बैठने के लिए जगह नहीं मिलती। ऐसी हालत में घाटा होना यह एक आश्चर्यजनक बात है।

अब मैं राजस्थान की प्रमुख आवश्यकताओं की ओर रेल मन्त्री का ध्यान आकर्षित करूंगा। दिल्ली से वाया जयपुर होती हुई अहमदाबाद जाने वाली गाड़ी को छोटी लाइन से बड़ी लाइन में बदल दिया जाय। इस लाइन में यात्रा करने वाले तीसरे दर्जे के मुसाफिरों को भारी मुसीबतों का सामना करना पड़ता है और रेल मन्त्रालय के उच्च अधिकारी इस स्थिति को अच्छी तरह से जानते हैं। इस लाइन पर यात्रा करने का मुझे व्यक्तिगत अनुभव है और इस लाइन पर भीड़ इस कदर होती है कि बहुधा स्त्रियां और बच्चे कुटुम्बियों से बिछुड़ जाते है। राजस्थान की राजधानी जयपुर से बम्बई जाने वाली कोई सीधी रेलगाड़ी नहीं है और उन्हें सवाई माधोपुर में गाड़ी बदलनी पड़ती है। व्यापारी और आम जनता को इससे बड़ी कठिनाई होती है। अतः जयपुर और बम्बई के बीच सीधी रेल सेवा चालू की जाय। जयपुर से टोडा राइसींग जाने वाली जो 80 मील रेलवे लाइन का टुकड़ा है उसको थोड़ा आगे बढा कर कोटा तक मिला दिया जाय। ऐसा करने से घाटे की हालत दूर हो जायगी ओर रेलवे को लाभ होगा। यह रेल मार्ग सन 1947 मे बना था और उसके पश्चात कुछ स्टेशनों से स्टाफ हटा लिया गया है। यहां तक कि टिकट भी यात्रियों को गाड़ी में ही दिया जाता है।

अब मैं अपने निर्वाचन क्षेत्र टोंक की ओर खास तौर से मंत्री जी का ध्यान दिलाना चाहता हूं कि टोंक जिले में तकरीबन पांच लाख की आबादी है। वहां की जनता की मांग मैं प्रस्तुत कर रहा हूं। स्वतन्त्रता के बाद इतने वर्ष गुजरने पर भी वहां की जनता को रेल यात्रा का अभाव रहा है। वहां की जनता के चुने हुए प्रतिनिधि राज्य सरकार और भारत सरकार से बार-बार मांग करते आये हैं किन्तु मुझे खेद पूर्वक कहना पड़ता है कि सरकार का आज तक इसकी ओर ध्यान नहीं गया। मेरी समझ में यह बात नहीं आती कि यह कैसा प्रजातन्त्र है? रेल मन्त्री बाबू जगजीवन राम ने टोंक में 1957 में वहां की पांच लाख जनता को रेल मार्ग बनाने का पूरा-पूरा आश्वासन दिया था और वहां की जनता यह भी समझ बैठी है कि निवाई से टोंक का रेलवे का सर्वे भी किया जा चुका है। लेकिन मुझे मालूम नहीं कि इस दिशा में क्या कार्यवाही हो रही है। रेल मन्त्री जी से मैं आग्रह करूंगा कि जब वह अपने मंत्रालय के बजट की मांगों का जवाब दें तो इस विषय पर विशेष रूप से उल्लेख करें ताकि भारत की स्वतन्त्रता का वहां की जनता को भी अनुभव हो।

श्री शिवनाथ सिंह (झुंझुनू) : माननीय

उपाध्यक्ष जी, जितना भी समय आपने निश्चित किया है उसमें मैं पूरा तो नहीं कह सकूंगा लेकिन यह जो रेलवे का बजट माननीय मन्त्री जी ने पेश किया है घाटे का उसमें मैं दो एक सुझाव पेश करना चाहता हूं। रेलवे किसी भी देश की एकोनामी में बहुत बड़ा पार्ट प्ले करती है और हमारे देश की एकोनामी में तो और भी इसका बहुत बड़ा महत्व है क्योंकि हमारे यहां रोड का ट्रांसपोर्ट उतना नहीं हैं जिससे कि आवागमन के साधन पर्याप्त हो सकें और माल ढुलाई का काम भी हो सके। इसलिए इस ओर मैं मन्त्री जी का ध्यान दिलाना चाहूंगा कि हमारी एकोनामी जैसी है उसके अनुसार रेलवे ऐडमिनिस्ट्रेशन को आप ठीक कर लें तो बहुत उत्तम होगा। मैं नहीं समझ पाता कि रेलवे जो हमारे जनरल पूल मे हमेशा पैसा दिया करता था पिछले सालों से उसमें घाटा कैसे होने लगा है। घाटे का बजट रेलवे की तरफ से आए जो कि एक कर्माशियल एन्टरप्राइज हैं और उस कर्माशियल एन्टरप्राइज में आप घाटा दिखा दें यह बात कुछ समझ में नहीं आती।

एक बात की ओर मैं मन्त्री महोदय का ध्यान आकर्षित करना चाहता हूं। हमारे देश में आज रेल-रोड कम्प्टीशन चल रहा है। रेलवे जो सुविधायें माल ढोने में या यात्रा के लिए देता है, रोड वाले उससे अधिक सुविधाएं देते हैं। इसी कारण से आज कोई भी व्यापारी रेल से अपना माल ले जाना पसन्द नहीं करता है। रेलवे में क्वीक सर्विस नहीं हैं, माल की कोई सिक्योरिटी नही है क्योंकि चोरियां बहुत होती हैं। इस वजह से व्यापारी अधिक भाड़ा देकर रोड से अपना माल ले जाना ज्यादा पसन्द करते हैं। यह जो रेल रोड कम्प्टीशन है इसको आप रोक सकते हैं, इसके लिए आपको रेलवे में एफीशिएन्सी बढ़ानी होगी। रेलवे में किराये अधिक बढ़ाये जा सकते है। यहां पर माननीय सदस्यों ने किराये की बढ़ोत्तरी पर एतराज किया है लेकिन मैं उनसे सहमत नहीं हूं। किराये बढ सकते है और बढ़ने भी चाहिए क्योंकि जब सरकार के पास साधन होंगे तभी वह एफीसिएन्सी भी बढ़ा सकती है। लेकिन किराया बढ़ाने के बाद अगर आप बेटर सर्विस देंगे तभी रेलवे से लोग यात्रा करना पसन्द करेंगे और रेल के जरिए अपना सामान भेजना पसन्द करेंगे। परन्तु आज की स्थिति में, जैसा कि माननीय सदस्य यहां पर कह रहे थे कि कोई भी यात्री अपने को सुरक्षित नहीं पा रहा है क्योंकि आये दिन रेलों को रोक कर डकैतियां होती हैं, कत्ल, मार-पीट और चोरियां होती है।

इसके अलावा जहां भी बड़ी लाइन से छोटी लाइन में ट्रांशिपमेंट होता है वहां पर माल का अधिक हिस्सा चोरी चला जाता है। उसके बाद आप देखते ही हैं कि रेलवे क्लेम्स की क्या स्थिति है। आपने एडवोकेट्स एप्वाइंट कर रखे हैं लेकिन वे अपने आप को रेलवे के प्रति वफादार न मान कर क्लेमेन्ट्स के प्रति ही अपने को ज्यादा वफादार मानते हैं। आप देखते ही हैं कि रेलवे के अधितर दावों में डिग्री होती है। इस तरह से जो रेलवे के केसेज होते हैं उन पर आप बेसिकली कोई अटेन्शन पे नहीं करते हैं। इसलिए मैं आपका ध्यान आकर्षित करना चाहूंगा कि जितने भी रेलवे के क्लेम्स होते हैं उनको ठीक तरह से फाइट किया जाये और उसमें जिसकी भी जिम्मेदारी है उनको जिम्मेवार ठहराया जाये। स्टेशन पर स्टेशन मास्टर, असिस्टेन्ट स्टेशन मास्टर और पुलिस गार्ड्स होते हैं। इसके बाद भी अगर किसी रेलवे स्टेशन से कोई माल चोरी चला जाता है तो उसमें जिसकी भी जिम्मेवारी हो उसको हेल्डअप किया जाना चाहिए। बन्द डिब्बों में सामान जांता है और स्टेशन्स पर उतारा जाता हैं और वहीं पर डेलिवरी दी जाती है इसलिए रेलवे में चोरी की कोई गुंजायश नहीं होनी चाहिए जब तक कि रेलवे का स्टाफ ही उसमें साझीदार न बने। इसलिए वहां भी चोरी हो,

[श्री शिवनाथ सिंह]

उसमे जिसकी जिम्मेवारी हो उसी पर सारी रेस्पासिबिलिटी डाली जाये । जब तक आप ऐसा नही करेगे तब तक रेलवे मे चोरिया रुक नही सकती है । मैं चाहूगा कि जो रेलवे बोर्ड और रेलवे एडमिनिस्ट्रेशन है उसको टाइट किया जाये और उसमे एफीसिएन्सी लाई जाये । जब तक आप ऐसा नही करेगे तब तक रोड कम्प्टीशन अधिक बढ़ता जायेगा और आज जो इनकम दिखा रहे हैं उसमे भी कमी हो जायेगी ।

एक बात की ओर मैं आपका ध्यान आकर्षित करना चाहता हू । मैं राजस्थान से आता हू । दुर्भाग्य से राजस्थान मे, आजादी आने के बाद आज तक एक इच भी ब्राड गेज की लाइन नही बनाई गई है । दूसरे प्रान्तो मे तो ब्राड गेज की लाइने बन रही है लेकिन राजस्थान प्रान्त जिसका कि इतना बडा विस्तार है, क्षेत्र-फल मे जिसका भारत मे तीसरा स्थान है और जहा पर कि आवागमन के बहुत कम साधन है वहा पर जहा तक ब्राड गेज लाइन के कास्ट्रक्शन का सवाल है, एक इच लाइन भी नही बनाई गई है । यदि वहा पर ब्राड गज लाइन नही बनती है तो वहा का डेवलपमेट नही हो सकता है । आप जानते ही है कि वहा पर मिनरल्स के कितने बडे साधन है, वहा पर मिनरल्स का डेवलपमेट हो रहा है वहाँ पर बहुत सारी खाने है लेकिन उस सामान को एक जगह से दूसरी जगह ले जाने की आवश्यकता है । लेकिन ब्राड गेज लाइन न होने से हमारे प्रान्त का डेवलपमेट नही हो रहा है । इसलिए मैं मन्त्री महोदय का ध्यान इस ओर आर्कषित करना चाहता हूँ कि राजस्थान के साथ जो अपेक्षापूर्ण रवैया चला आ रहा है उसको दूर करे । दुर्भाग्य मे हमारे क्षेत्र से कभी कोई रेल मन्त्री नही बना है इसी-लिए उस क्षेत्र की तरफ किसी का ध्यान नही गया है । मैं चाहूगा कि मन्त्री महोदय राजस्थान का दौरा करे और वहा की स्थिति को देखे तथा जितनी भी ब्राडगेज की लाइन वहा पर बढ़ाना सम्भव हो सके उसको बढ़ाये ।

एक बात की तरफ मैं मन्त्री जी का ध्यान दिलाना चाहता हू । रेलवे मे जितने भी एक्सीडेन्ट्स होते हैं वे अधिकतर रेलवे क्रासिग पर ही होते है । उनको रोकने के लिए क्रासिग्ज पर गेट्स का प्रबन्ध होना चाहिए और वहा पर आदमियो को रखा जाये । आप जानते है कि चुरू से लोहारूव या राजगढ़ जो रेलवे लाइन है उसकी एक भी क्रासिग पर कोई गेट नही है इसलिए वहा पर एक्सीडेन्ट्स रोकने के लिए इसका प्रबन्ध होना चाहिए ।

एक बात मे और निवेदन करना चाहता हू । हमारे यहा बिजली का विस्तार हो रहा है लेकिन बिजली की लाइन के रास्ते मे जहा भी कही रेलवे लाइन आ जाती है तो उसके लिए यह व्यवस्था है कि रेलवे से उसकी मजूरी ली जाये । रेलवे की मजूरी के लिए कागज चले जाने है तो ऐसा मालूम पडता है कि हिन्दुस्तान की सरकार पाकिस्तान की सरकार से मजूरी ले रही है । 12-12 महीने तक रेलवे लाइन को क्रास करने की मजूरी बिजली विभाग को नही मिलती है । मैं चाहूगा कि रेलवे लाइन के ऊपर से बिजली की लाइन जाने के लिए रेलवे विभाग जितने भी प्रिकाशन्स या सेफ्टी मुना-सिब समझे उनको एक बार मुकर्रर करदे ताकि बार-बार रेलवे से इजाजत लेने की आवश्यकता न रह जाये । बिजली के विस्तार के लिए यह बात बहुत ही आवश्यक है और मन्त्री जी को इस बात की तरफ ध्यान देना चाहिए ।

अन्त मे एक बात और निवेदन करना चाहता हू । हमारे यहा खेतरी कापर प्रोजेक्ट का बहुत बडा कारखाना चल रहा है । वहा पर डावला से सिघाना लाइन की मजूरी हुई है । खेतरी का काम बहुत जल्द शुरू होने वाला है और मिनरल्स वहा पर निकलने वाले है इस-लिए मैं चाहता हू कि कही ऐसा न हो कि वह कारखाना आपको रेलवे लाइन की वजह से हेल्डअप हो जाये । जितनी जल्दी सम्भव हो

सके ग्राप इस रेलवे लाइन को पूरा करने की कृपा करें ।

SHRI K. GOPAL (Karur): Mr. Deputy-Speaker, Sir, I welcome the Bugdet presented by the Railway Minister even though it is a deficit one. I welcome the measures taken by him to increase the traffic receipts. But I will like to give a few suggestions to improve this.

It is an accepted fact that our railway system is faced with very stiff competition from road transport. What are the measures to counteract it? Road transport offers a lot of facilities to the customer. They have the door delivery system and so many other things. What the business community needs today is quick service. They are not bothered about the charge. It is one's sad experience when one consigns one's goods by the railway system, be it by passenger or QTS or ordinary goods, th t it takes at least three weeks or even more for the goods to reach Delhi from any place in South India, whereas it takes hardly 10 to 12 days by road transport. When such is the case, what is the point in going on saying that we are faced with competition from road transport? We have to offer better facilities than road transport. Just like travel agents, we can have goods agents who can collect goods on behalf of the railways. It can be left to contractors for the time being.

Coming to passenger fares, I am told that the fare is below cost and is virtually enjoying a subsidy. I am surprised to know that. Today all the passenger trains are always overcrowded. With all that, they say that passenger fares enjoy a subsidy. I do not know what will happen on the day when trains carry only the exact capacity.

Coming to the express trains, when they leave big junctions, the rakes are placed just a few minutes before the departure of the train. This results in a lot of hardship to the travelling public. One cannot just go a few minutes earlier, specially a third class passenger, and find accommodation in the train. Therefore, it shou.d be ordered that all rakes should be placed one hour before the departure of a train from junctions. This will facilitate passengers in finding accommodation.

Then, at some junctions they display the reservation chart on the platform whereas at other junctions they do not do that. It will not involve any extra work, except taking one more copy, if these charts are displayed on the platform of all junctions. This requires the attention of the Railway Minister.

About enquiry offices, you will agree with me when I say that we men do not possess as much patience as ladies do. So, it should be a matter of policy that only ladies should be posted at enquiry offices; otherwise, one does not come away with pleasant memories when one goes to an enquiry office.

Therefore, only ladies should be posted at the enquiry counters.

Then, there is a class whose interests are not being looked after. Due consideration should be given to the travelling staff and their interests should also be looked into by the Railways.

Coming to my own constituency, the Karur-Dandagal-Madurai-Tuticorin railway line is a long felt need. It is an urgent necessity. The Salem Steel Plant is coming up and the Tuticorin Harbour project is also coming up. The area is also very backward. So, the work should be expedited and the line should be laid as early as possible. This is my request to the hon. Railway Minister.

Finally, some hon. Members here suggested to appoint a committee for various purposes. To appoint a committee is just like a man going to the bath-room. A sitting is held followed by a report and the matter is ultimately dropped. So, instead of having committees, some concrete steps should be taken by the Administration to improve the working of the Railways.

श्री जितेन्द्र प्रसाद (शाहजहांपुर) : उपाध्यक्ष महोदय, रेल मन्त्री जी ने जो रेलवे बजट प्रस्तुत किया है मैं उसका हार्दिक समर्थन करता हूं । रेलवे बजट में जो घाटा दिखाया गया है उसका एक कारण रेलवेज के कर्मचारियों में व्याप्त भ्रष्टाचार भी है। यह भ्रष्टाचार इसलिए हैं कि लोग्रर ग्रेड एम्प्लायीज की तनख्वाहें ग्रौर लिविंग कंडिशंस इतनी पुग्रर हैं कि उनको करप्शन की तरफ जाना पड़ता है। मैं मन्त्री महोदय से अनुरोध करूंगा कि वह इस भ्रष्टा-

[श्री जितेन्द्र प्रसाद]

चार को रोकने के लिये जल्द से जल्द कोई उपाय करें।

इस बजट में जो तीसरे दर्जे के किराये में वृद्धि की गई है उसका मैं विरोध करता हूं। यह हमारी समाजवादी नीतियों के विरुद्ध है और मैं माननीय मन्त्री से अनुरोध करूंगा कि वह इस बढ़ोत्तरी को खत्म करे और जो रुपये की कमी इसके कारण पड़े उस कमी को वह ऐयर कंडिशंड और फर्स्ट क्लास का किराया बढ़ा कर पूरा करें।

रेल मन्त्रालय की यह पालिसी है कि क्लास तीन के ऐम्प्लायीज़ को जहां तक हो सके उनके निवास स्थान के पास रक्खा जाय। अगर कोई रेल कर्मचारी ग्रौन रिक्वेस्ट एक डिवीजन से दूसरा डिवीजन तबादला चाहता है तो उसको अपनी सीन्यारिटी खत्म करनी पड़ती है। मेरा मन्त्री जी से अनुरोध है कि इस प्रथा को भी वह खत्म करें।

अब मैं अपने निर्वाचन क्षेत्र शाहजहापुर जोकि उत्तर प्रदेश राज्य में है उसके बारे में कुछ कहना चाहता हूं। नाइन अप डून एक्सप्रेस जोकि सियालदाह से देहरादून जाती है वह शाहजहापुर होते हुये जाती है। शाहजहापुर जिले में एक स्टेशन तिलहर पड़ता है और वहां पर उसका स्टौपेंज है मगर यह बड़े ताज्जुब की बात है कि वही ट्रेन टैन डाउन जब वापिस आती है तो वह तिलहर स्टेशन पर नहीं रुकती है। यह गाड़ी ऐसे वक्त में वहां से पास होती है कोई साढ़े 5 बजे सुबह जबकि तिलहर कस्बे के लोग जिनकी आबादी 30,000 है जोकि शहर से 13 मील है तो उस गाड़ी के न रुकने से शहर जाने के लिये उन्हें बहुत तकलीफ होती है। अगर इस टैन डाउन ट्रेन का वहां तिलहर में स्टौपेंज कर दिया जाय तो हजारों लोगों को वहां शाहजहांपुर पहुँचने में सुविधा हो सकती है। शाहजहांपुर में आर्डिनेंस क्लोदिंग फैक्टरी है और दफ्तरों में भी तिलहर के काफी आदमी काम करते हैं। अब उनके लिये कोई गाड़ी दोपहर के 3 बजे तक नहीं है जोकि वहां उन लोगों को ले जा सके इसलिये मैं अनुरोध करूंगा कि टैन डाउन एक्सप्रेस का स्टौपेंज तिलहर में रक्खा जाय।

मेरे जिले में एक मीटर गेज रेल पीलीभीत और शाहजहांपुर के बीच में चलती है। उस मीटरगेज ट्रेन पर एक जिंदपुरा स्टेशन है जिसके कि आसपास दो, चार मील तक के ऐरिया में कोई गांव नहीं है और जो गांव वाले उस ट्रेन का इस्तेमाल करते हैं उनको तीन, चार मील पैदल चलना पड़ता है। मेरा अनुरोध है कि पीलीभीत से 45 मिलोमीटर की दूरी पर एक हाल्ट क़ायम किया जाय जिससे कि गाव वालों को इस ट्रेन से सुविधा मिल सके और जो 50-60 गांव हैं वह इससे फायदा उठा सके। इस क्षेत्र मे कोई ऐसी सड़क भी नहीं है जिससे यहां के निवासी शहर जा सकें।

अभी कुछ साल पहले एक पैसेंजर ट्रेन इलाहाबाद से चलती हुई शाहजहांपुर होती हुई दिल्ली तक जाती थी लेकिन वह ट्रेन अब बंद कर दी गई है और वह पैसेन्जर ट्रेन अब सिर्फ बरेली से दिल्ली तक जाती है। मैं रेलवे मन्त्री जी से अनुरोध करूंगा कि इस ट्रेन को शाहजहांपुर से बरेली होते हुये दिल्ली तक कर दे क्योंकि कोई ऐसी पैसेंजर ट्रेन नहीं है जिससे शाहजहांपुर के यात्री दिल्ली तक पहुँच सके।

शाहजहांपुर एक बहुत बड़ा रेलवे जंक्शन है लेकिन वहां पर कोई रेलवे का इनक्वायरी आफिस नही है इसलिये वहां पर एक इनक्वायरी आफिस की स्थापना की जाय।

मैं रेलवे मन्त्री जी का ध्यान आकर्षित करना चाहता हूं कि एक रेलवे लाइन ब्रौडगेज हलद्वानी से रामपुर तक पहले सैंक्शन हो चुकी है लेकिन उस पर अभी तक काम शुरू नही हुआ है और मैं उनसे अनुरोध करूंगा कि जल्द से जल्द उस पर काम शुरू करवाने की कृपा करें।

वैसे कहना मुझे अभी बहुत कुछ था

लेकिन चूंकि दो बार घंटी बजा चुकी हैं इसलिये मैं अपना स्थान ग्रहण करता हूं।

श्री ईश्वर चौधरी (गया) : उपाध्यक्ष महोदय, रेल मन्त्री महोदय ने अपनी बजट स्पीच में जो तीसरे दर्जे के मुसाफिरों का किराया बढ़ाने का प्रस्ताव किया है मैं उसका विरोध करता हूं। विरोध इसका मैं इसलिए करता हूँ कि अगर रेल प्रशासन में व्यवस्था को ठीक किया जाय और साधनों का सही ढंग से इस्तेमाल किया जाय तो रेल के भाड़े में वृद्धि करने की कोई जरूरत न रहे। चूंकि रेलों में इंतजाम ठीक नहीं है इसलिये गड़बड़ी रहती और अखबारों के द्वारा हमें रेलों में आये दिन चोरियों के समाचार प्राप्त होते रहते हैं। स्टेशनों पर से माल गायब हो जाता है और जिनका माल चोरी जाता है या गायब हो जाता है वह क्लेम्स देते है और रेलवे को क्लेम्स के सिलसिले में काफी पैसा देना पड़ता है। रेलवे के जिम्मेदार अधिकारी इस गड़बड़ी और अव्यवस्था की ओर ध्यान नहीं देते है और परिणामस्वरूप लाखों, करोड़ों रुपये का घाटे का बोझ गरीब जनता पर आकर पड़ता है क्योंकि रेलवे को तो किसी न किसी रूप से टैक्स आदि बढ़ा कर उस घाटे को पूरा करना होता है। रेलवे मन्त्रालय द्वारा यात्रियों की दिक्कत को दूर करने के लिये अतिरिक्त गाड़ियों व डिब्बों की व्यवस्था नहीं होती है जिसके कि कारण ट्रेनों में अत्यधिक भीड़भाड़ रहती है। गरीब मुसाफिर डिब्बों में ठसाठस भूसे की तरह भरे रहते हैं और पायदानों पर लटक कर यात्रा करने वाले अक्सर गिर जाया करते हैं और दुर्घटनाग्रस्त हो जाया करते है और हालत यह बन रही है कि आज रेलों में सफर करना सुरक्षित नहीं माना जा रहा है। जैसा मैंने पहले कहा जितने भी साधन अभी तक सुलभ हैं अगर रेलवे के उच्च अधिकारी लोग अपने कर्त्तव्य के प्रति सजग व सक्रिय हों तो हमारी जनता की जो छोटी मोटी समस्याएं हैं वह हल हो सकती हैं और दिक्कतें बहुत कुछ हद तक दूर हो सकती हैं।

पटना बिहार में एक मुख्य जगह है व पटना बिहार की राजधानी भी है। गया और पटना के बीच में अभी तक सिंगिल रेल लाइन है जिसे कि डबल किया जाना बहुत आवश्यक है। ऐसा उदाहरण भारतवर्ष में शायद ही कहीं मिलेगा कि जो राजधानी हो और जहां वह अन्तर्राष्ट्रीय ख्याति प्राप्त स्थान बोध गया हो और चूंकि गया और पटना के बीच में सिंगिल रेल लाइन है इसलिए जब भी कोई गाड़ी आती जाती है मेल नहीं खाती है और यात्रियों को घंटों स्टेशनों पर समय बिताना पड़ता है। इसलिये इस बारे में जनभावना को देखते हुये यह गया और पटना के बीच में डबल लाइन की व्यवस्था करना आवश्यक है।

इसी तरह से मुगलसराय और धनबाद के बीच में अपट्रेंस का नितान्त अभाव हैं। मंत्री महोदय ने एक बार इसे स्वीकार भी किया था कि मुगलसराय और धनबाद के बीच में अपट्रेंस और डाउन ट्रेंस की माकूल व्यवस्था की जानी आवश्यक है लेकिन अभी तक वैसा किया नही जा सका है।

एक निवेदन यह है कि बोध गया और राजगिरि के बीच खिजर सराय टेउसा ग्रामीण क्षेत्रों से मिलाती हुई एक रेलवे लाइन बिछाई जाय जिससे कि ग्रामीण जनता के साथ-साथ वहां पर आने वाले पर्यटकों को भी सुविधा मिलेगी। यह बोध गया और राजगिरि अन्तर्राष्ट्रीय ख्याति प्राप्त होने के कारण हमारे महामहिम राष्ट्रपति महोदय की भी यह इच्छा थी कि बोध गया और राजगिरि के बीच में एक रेल लाइन बिछाई जाय। उसकी उपयोगिता मैं समझता हूं और जितने भी उच्च अधिकारी वहां पर गये थे सभी ने स्वीकार की थी। उसकी योजना भी शायद हैं बाकी मैं निश्चित रूप से नहीं बतला सकता हूं अलबत्ता मंत्री जी इसे जानते होंगे।

[श्री ईश्वर चौधरी]

इसी सिलसिले में मैं निवेदन करना चाहूँगा कि गया स्टेशन के बगल में रेलवे क्वार्टर्स हैं जिनमें कि रेलवे कर्मचारी रहते हैं। उस स्थान पर औरतों और मर्दों के लिए लेट्रिस की व्यवस्था है। उसके बगल में शिवलिंग का धर्मस्थान है किन्तु दुर्भाग्यवश इण्डियन आयल के साथ उस जमीन के बारे में बंदोबस्त कर दिया गया है और वह शिवलिंग के धार्मिक स्थान को तोड़ने की परिस्थिति में हैं। अब पता नहीं बगैर सोचे समझे किसी उच्च अधिकारी ने आंख मूंद कर उसके लिए स्वीकृति दे दी है तो यह देखने की बात है क्योंकि उनकी धार्मिक भावनाओं पर आघात पहुँचा है और मैं आग्रह करूंगा कि जल्द से जल्द रेलवे मंत्रालय उस सम्बन्ध में जांच करे और उस को रद्द करे। रेलवे कर्मचारियों की तकलीफों को हटाना हमारा फर्ज है। उन लोगों की सुविधा हम लोगों की सुविधा है।

15.00 hrs.

दूसरी बात यह है कि गया स्टेशन के पूर्व मे जो क्वार्टर है उसी तरह के क्वार्टर उसके पश्चिम में भी है। उनकी भी वही हालत है। वहां जो कर्मचारी रहते है चतुर्थ वर्ग के या उनसे सम्बन्धित जो लोग है, उनको भी कुछ सुविधा प्रदान की जाये। उनकी जल-व्यवस्था दयनीय है। उनके बच्चों के लिए होस्टलों की बहुत कमी है। वहां यह माना जाता है कि पैसा ही सब कुछ है। अगर पैसा है तो सब कुछ है और पैसा नही है तो कुछ नही है। मै समझता हूं कि जो हमारे उच्चाधिकारी हैं वह इस पर ध्यान देंगे।

गोरखपुर से एक ब्रांच लाइन की गाड़ी बरौनी के लिए आती है जो सिवाना जाकर मुख्य लाइन से जुड़ती है। उसको मक्सर हो कर छपरा में मुख्य लाइन में मिलाया जाये ताकि आने जाने वाले लोगों को सुविधा हो।

अन्त में मैं यही कहूँगा कि जो भी छोटी-छोटी बातें मैंने कही हैं उनकी ओर ध्यान दिया जाये। एक प्रश्न के उत्तर में मन्त्री महोदय ने कहा था कि औद्योगिक दृष्टि से मानपुर स्टेशन बनाने की योजना बनाई गई थी। उसकी जाच भी हुई है। मै फिर आग्रह करूंगा कि उस योजना को कार्यान्वित करने के लिये मानपुर को स्टेशन बनाया जाय क्योंकि औद्योगिक दृष्टि से उसकी जांच भी हो चुकी है।

15.00 hrs.

[Shri R. D. Bhandare *in the Chair.*]

SHRI P. NARASIMHA REDDY (Chittoor): In regard to the railway budget presented to this House, I would like to make a few observations on some of the main features made mention of in the speech of the hon. Railway Minister.

No doubt, the finances of the railways have been in the red for the past seven years. The whole position of finances has to be judged by the need and necessity for paying substantial dividend to the general revenues. Any shortfall in the payment of dividend to the general revenues is taken to be a loss and it is sought to be made good I do not disagree with the attempt to make good such loss, but certainly, the methods resorted to by the hon. Railway Minister for making good this shortfall are rather undesirable, in my opinion. On the same analogy, if our public sector steel plants which are losing heavily are sought to be put on the right side of the accounting books and the losses are sought to be made good by simply raising the price of steel, it would lead to a very undesirable and anomalous situation. The attempt that has been made now to make good the shortfall by enchancing the fares and freights on goods is in my opinion a blow to our economy and is a step which could have been avoided by a systematic and further prolonged and serious efforts at plugging the leakages in the revenues and by stepping up the revenues from other directions and by a better and more effective utilisation of the wagon capacity.

We agree with the laudable objective mentioned by the hon. Railway Minister towards achieving a uniform gauge on our

railways. This objective has been long overdue, but the pace at which we are going in for the achievement of this objective is in my opinion very slow, and at this rate, we do not know how many more decades it will take for this goal to be achieved.

Constituent with the socialistic objectives pursued by our Government, it is also better in my opinion if along with this objective of a uniform gauge we also strive for attaining a uniform class in our railways. I do not know why such different classes such as particularly the air-conditional classes and others should exist on the railways. Judging by the enhanced revenue that we are seeking to get by the enhancement of the fares, we find that the bulk of the fare income comes from the third class passengers, but as many hon. Members have mentioned, the conditions of third class travel such as accommodation and other amenities are deplorably low.

In these circumstances, along with the objective of uniform gauge, our request to the hon. Minister is to strive to effect a uniform single class on all railways.

The question of converting uneconomic metre gauge lines to broad gauge to realise the goal of a uniform gauge is said to involve a vast outlay of Rs. 4,000 crores. It would have been better if the Railway Minister had spelt out in detail the ways and means and the phases in which this conversion could be effected.

We have been discussing in this House the utilisation of the surplus PL-480 funds. In my opinion, these funds could not be better employed than for this conversion of all the gauges into a uniform broad gauge throughout the country.

In regard to my constituency of Chittoor in Andhra Pradesh, the metre gauge link between Katpadi and Tirupati is a big bottleneck. This has been holding up transport of valuable fruit and other articles. Crores of rupees worth of fruit have, on account of the metre gauge bottleneck, to be transported by road to distant broad gauge stations and get them loaded from there to distant market places. The bottleneck caused by this metre gauge line has already resulted in a great loss of valuable fruit in that area, to the detriment of the development of the backward districts there. Therefore, I would appeal to the Minister to immediately undertake a survey of the conversion of the metre gauge link between Katpadi and Tirupati.

If you look at the railway map of India, you will lines thick and thin crossing and criss-crossing the country from east to west and north to south, but we find that the vast hinterland of the Daccan and Rayalaseema stands neglected. Absolutely no new rail link has been established in that area since independence.

We have all been told, and we also know, that out Railway Minister is a dynamic personality devoted to public interest. He is also devoted to to Lord Venketeswara of Tirupati. No better proof of this could be given by him than by creating a railway link connecting Bangalore direct with Tirupati *via* Kolar and Palamaner. This backward area is chronically drought-affected. It has never seen a railway train. In fact there are still aged persons who have not seen a railway line or a train.

I hope the hon. Minister will implement the suggest I have made to the best of his ability.

श्री टी० डी० कांबले (लाट्टर) : सभापति महोदय, रेलवे के सम्बन्ध में जो मांगें रखी गई हैं मैं उनके विस्तार में नही जाना चाहता, अर्थात जो भी घाटा या मुनाफा बतलाया गया है उसमें। मैं कुछ ठोस चीजें आपके सामने रखना चाहता हूं। हम हर साल देखते हैं कि रेलवे बजट घाटे का बजट आता है। आखिर क्या बात है कि हम इस घाटे को पूरा नहीं कर सकते। जबकि रेल की व्यवस्था एक तरह से विजनेस हैं, व्यापार है, तब हम उसको क्यों फायदे में नहीं ला सकते।

सबसे पहले तो मैं रेलवे मन्त्री महोदय से कहूंगा कि हमारे पास जितने भी डिपार्टमेंट हैं, उनका कोई बोर्ड हो या न हो, लेकिन रेलवे के पास एक बोर्ड है, जिसको हम रेलवे बोर्ड कहते हैं, और उस पर काफी खर्च आता है। मैं कहता हूं कि अगर उसकी सचमुच आवश्यकता है तो सरकार उसको जरूर रक्खे, लेकिन हाउस के किसी मेम्बर ने सिफारिश नहीं की उसको रखने की। बल्कि यह कहा है कि आखिर बोर्ड को किस ढंग से रक्खा गया है और

[श्री टी० डी० कांबले]

उसकी क्या जरूरत है जब उस पर करोड़ों रुपयों का खर्च आता है। मैं तो यह भी कहूंगा कि एडमिनिस्ट्रेशन को ठीक ढग से चलाने के लिए जो आपके जनरल मैनेजर हैं उनकी कमेटी बनाई जा सकती है और उनके द्वारा काम चलाया जा सकता है। सबसे ज्यादा पावरफुल, मिनिस्टर से भी ज्यादा पावरफुल यह बोर्ड होता है। इसलिए बोर्ड की कोई आवश्यकता नही है, ऐसा मैं भी अन्य माननीय सदस्यों के के साथ महसूस करता हूं।

मैं सभी चीजें इतने थोड़े समय में आपके सामने नही रख सकता हूं। लेकिन कुछ मोटी मोटी चीजे ही मैं आपके सामने रखना चाहता हूं। पहली बात तो घाटे की है। घाटा होने के कारण क्या है ? लोग रेलवे द्वारा माल की ढुलाई करना ज्यादा पसन्द करते हैं। लेकिन करते क्यों नहीं है, इसको आपको देखना चाहिये। कारण यह है कि रेलो द्वारा माल भेजने में उनको नुक्सान होता है। जितना नुकसान रेलों द्वारा माल भेजने में उनको उठाना पड़ता है, उतना अन्य साधनों से भेजने में नही उठाना पड़ता। ऐसा लोगों का अनुभव है। जितनी भी चीजें भेजी जाती हैं रेलों से उनमें नुकसान होता है। वे काफी देर से पहुँचती है। टूटफूट जाती है रास्ते में। इसलिए लोगों ने अपना माल लारियों के जरिये भेजना शुरू कर दिया है इस चीज को आपको दूर करना होगा। आपको लोगों को प्रोत्साहित करना होगा कि वे रेलों से माल भेजें और रेलों से माल भेजने के रास्ते में जो कठिनाइयां लोगों को अनुभव होती हैं, उनको आपको दूर करना होगा। आप देखें तो आपको पता चलेगा कि बम्बई से लेकर आगरे तक माल मोटरों द्वारा भेजा जा रहा है। वह माल लोगों के घरों तक पहुच जाता है। मोटरों या लारियों द्वारा माल भेजने में अगर व्यापारी वर्ग को थोड़ा ज्यादा भी पैसा देना पड़ता है, तो वह उस घाटे को सहन कर सकता है। उसको वह इत्मीनान तो होता है कि जो माल वह भेज रहा है वह सुरक्षित और जल्दी पहुँच जाएगा। लेकिन रेलों से वह भेजे तो उसको इसकी गारंटी नहीं होती है। इस वास्ते रेलों से माल भेजने से वह हिचकिचाता है। यह भी एक कारण है कि रेलों को घाटा हो रहा है। इस तरफ ध्यान दिया जाए तो घाटे की पूर्ति काफी हद तक हो सकती है।

चोरी का जो सिलसिला शुरू हो गया है, इसकी ओर भी आपको ध्यान देना होगा। मै विस्तार में जाना नहीं चाहता हूं। चोरियां कैसे बन्द हों, इसको आपको देखना होगा।

घाटे के और कौन-कौन से कारण है, उन को मन्त्री महोदय को देखना पड़ेगा। बहुत से लोग बिना टिकिट यात्रा करते है। उनको देखने वाला कोई नहीं होता है। फिर यह भी होता है कि टिकट चैकर जब ठिकट चैक करने के लिए जाते है तो उनको कोई सरक्षण प्रदान नही किया जाता है, उनकी सुरक्षा का कोई प्रबन्ध नही किया जाता है। उनके साथ लोग मारपीट करते हैं, उनको परेशान करते है। जब उनको संरक्षण नही मिलता है तो वे लोग चैक करना छोड़ देते है, इस प्रकार की कई घटनाएं घट चुकी हैं। इनको कैसे रोकें, इस ओर आपका ध्यान जाना चाहिये। आपके अधिकारियों को विश्वास होना चाहिए कि आपने उनकी सुरक्षा का पूरा प्रबंध कर दिया हैं। यदि यह हो जाए तो वे हिम्मत से काम करेंगे। पस्त हिम्मत हो कर काम करने से जो उद्देश्य हैं, वह पूरा नहीं हो सकेगा।

रेलवे लाइनों के सुधार के बारे में बहुत सी बाते कही गई हैं। मैं एक ऐसे क्षेत्र से आता हूं जहां रेलवे लाइन की बहुत बुरी हालत है। लगभग सौ साल हो गए हैं यह जो बारसी लाइट रेलवे है, इसको चले हुए लेकिन उसमें कोई सुधार नहीं हुआ है। वह नैरो गेज है। सबसे छोटी लाइन वह है। ढ़ाई फीट की पटरी निकलती है। लातूर से लेकर कुरढारी पंढरपुर और मिराज तक जो लाइन है उसमें कोई सुधार नहीं हुआ है। उस गाड़ी पर आप बैठ कर देख लें, आपको उसकी हालत का पता

चल जाएगा। आप उसमें सो नहीं सकते हैं, चाहे आप फर्स्ट क्लास के डिब्बे में बैठ जाएं। बहुत जोर से वह गाड़ी हिलती है। गिलास में पानी आप रख नहीं सकते हैं, वह गिर जाता है। इतनी जोर से इधर-उधर वह गाड़ी लोटती रहती है। ऐसा मालूम होता है कि बैलगाड़ी से आप जा रहे हैं। ऐसी हालत उस रेलवे लाइन की है। उसको आप उखाड़ दें और उखाड़ने के बाद उसको आप ब्राड गेज बना दें। ब्राड गेज बनाने का आपका एक प्रोग्राम भी है। अगर आप ऐसा नहीं करते हैं तो कब तक आप उसको चलाते रह सकते हैं? कितना नुक्सान होता हैं वहां, इसको आप देखें। इस रेलवे लाइन को अगर देखा जाए तो देख कर बड़ी हंसी आती है। पंढरपुर का जो मेला होता है, असाढ़ी, कार्तिकी की जो यात्रा होती है, उस उक्त बहुत ज्यादा भीड़ भाड़ रहती है और लोगों को इस गाड़ी में इस तरह से ठूंस-ठूस कर भरा जाता है जैसे बकरे कहीं बाजार ले जाने के लिए भरे जाते हैं। पैर तक रखने के लिए, बैठने की बात तो अलग, जगह नही रहती है। लोगों की बुरी हालत को देख कर तरस आता है। उस लाइन को आप जल्दी उखाड़ कर उसकी जगह ब्राड गेज दें। उसका आप सुधार कर कर दें ताकि लोगों की जो कठिनाइयां हैं वे दूर हों।

हैदराबाद स्टेट से जब रेलवे लाइनों का और रेलवे का सेंट्रल गवर्नमेंट के पास ट्रांसफर हो रहा था उस वक्त निजामाबाद-रामगुंडम से कुरद्वाड़ी तक रेलवे लाइन देने की बात थी। उसको आज तक हाथ में क्यों नहीं लिया जा रहा है? आपने वादा किया था कि निजाम स्टेट से जो रुपया ट्रांसफर होगा वह इस रेलवे लाइन में खर्च किया जाएगा। इस रेलवे लाइन का सर्वे भी हो चुका है। उधर आपका ध्यान क्यों नहीं जाता है। मैं चाहता हूं कि उधर आप ध्यान दें।

आप रेलों का नक्शा उठा कर देखें कि मराठवाड़ा की क्या हालत है? दूसरी जगहों पर कितनी रेलवे लाइनें बढ़ रही हैं और मराठवाड़ा में कितनी बढ़ रही हैं या बढ़ी हैं। एक लाइन मनमाड कांचीगुडा जाने वाली है। दूसरी लाइन उसको जोड़ने वाली विकारावाद, परली, परभनी है। इसके अलावा और कोई रेलवे लाइन मराठवाड़ा में नहीं हैं। मेहरबानी करके उस एरिया को देखें। कैसे उसका विकास हो सकता है, इसको देखें। रेलवे लाइन नहीं होगी तो उस इलाके का विकास कैसे होगा। परली से लेकर सिकंदराबाद-बिकांराबाद तक की लाइन की यह हालत है कि एक घंटे में पंद्रह मील वह चलती है। कौन बैठेगा उसमें। इंजन और डिब्बों की हालत बहुत ही खराब है। बसें एक जगह जा रही हैं। पच्चीस मील की रफ्तार से उनमें जाकर जल्दी पहुंच जा सकता है। जब उसकी यह हालत हैं तो कैसे यह घाटे में न चले? सबसे खराब इंजन और सबसे खराब डिब्बे वहां आपको मिलेंगे। उस गाड़ी को बीदर की रानी के नाम से लोग पुकारते हैं। कोई सुविधा वहां नहीं हैं। इस ओर आपका ध्यान जाना चाहिये।

ठीक प्रकार से गाड़ियों को चलाया जाए, उनकी देखभाल की जाए, चोरियां रोकी जाएं, एडमिनिस्ट्रेशन को ठीक किया जाए, तो आपको लाभ हो सकता है। नहीं तो यह घाटा और भी बढ़ता चला जाएगा। आपको देखना चाहिए कि कौन से उपाय किये जाएं ताकि घाटा न हो। देश को एक सूत्र में पिरोने वाला, सांस्कृतिक आदान प्रदान का साधन, हिमालय से लेकर कन्याकुमारी तक लोगों को एक सूत्र में बांधने वाला अगर कोई विभाग है, तो वह रेल विभाग हैं। इस विभाग पर देश का करोड़ों रुपया लगा हुआ है। इसको अगर घाटे में हम चलाते हैं तो यह ठीक बात नहीं है। और भी बहुत सी छोटी मोटी चीजें हैं जिन पर मन्त्री महोदय को ध्यान देना चाहिये। जो भाड़ा मन्त्री महोदय ने बढ़ाया है, उसके ऊपर भी मन्त्री महोदय को पुनः विचार करना चाहिये।

श्री राम चन्द्र विकल (बागपत) : मैं आपके प्रति आभार प्रकट करता हूं कि आप ने मुझे इस महत्वपूर्ण विभाग पर बोलने का अवसर दिया है।

यह सही है कि हमारे देश के आर्थिक विकास में रेलों का बहुत बड़ा योग है। लेकिन अत्यन्त ही दुख के साथ मुझे कहना पड़ता है कि जिस तरह की व्यावहारिकता बरती जानी चाहिये और व्यावहारिक रूप से जनता की कठिनाइयां दूर की जानी चाहिये, यह विभाग उस तरह से उस ओर ध्यान नही दे रहा है। इस कारण से आर्थिक विकास की गति भी मन्द पड़ रही है। कल बिहार के एक माननीय सदस्य बोल रहे थे। वह बता रहे थे कि बिहार में लोहे और कोयले का अम्बार पड़ा हुआ है। लोगों ने खानों में काम बन्द कर दिया है और इस कारण वहां बेरोजगारी फैल रही है। उधर तो काम बन्द होने से बेरोजगारी फैल रही है लेकिन हमारे देश के कुछ दूसरे हिस्सों में कोयले की कमी के कारण उद्योग और गांव में चलने वाले भट्टे आदि बन्द हो गए है है और वहां इस कारण से बेकारी फैल रही है। व्यापारियों को गेहूं आदि के लिए लदान की सुविधाये न मिलने के कारण वह मंडियों में नहीं आ पा रहा है और गेहूँ की खरीद व्यापारियों से बन्द कर दी है। यह केवल लदान की वजह से हुआ है। यह एक ऐसा पहलू है जिस पर मैं समझता हूं कि व्यावहारिकता को ध्यान में रख कर रेलवे विभाग को गौर करना चाहिये। अगर उसने इसका कोई समाधान निकाला तो हमारे देश के आर्थिक विकास में और गरीबी मिटाने में उसका बहुत बड़ा योगदान हो सकता है। हर तरफ से आवाज उठाने के बावजूद भी मैं नही समझता हूं कि कोई व्यावहारिक कदम रेलवे विभाग ने उठाया है।

अभी बहुत से माननीय सदस्यों ने नई रेलवे लाइने बिछाने के लिए या छोटी लाइनों को बड़ी लाइनों में परिवर्तित करने के लिए मन्त्री महोदय पर जोर डाला है। मैं दुर्भाग्य से ऐसे एक क्षेत्र से आता हूं जहां पहले तो रेलवे रेलवे लाइन थी जो किसी कम्पनी द्वारा चलाई जा रही थी लेकिन आज उस रेलवे लाइन को जो शाहदरा से सहारनपुर तक जाती थी उखाड़ने के टेके दे दिये गये है। से मन्त्री महो- से मिला हूँ। पहले जो मन्त्री थे उनसे भी मैं मिला था। मैं ही ःहीं उस इलाके और लोग भी और एम० पी० भी अनेक बार उससे मिले है। डा० राम सुभग सिंह ने 1969-70 के बजट पर बोलते हुए इसी सदन में कहा था कि देश में घाटे में चलने वाली रेलवे लाइनों को बन्द नहीं किया जाएगा। लेकिन इसके बावजूद इसको बन्द कर दिया गया और इस लाइन को उखाड़ने ठेके के दे दिये गये। पहली बार जब यहां से मन्त्री महोदय से मिलने का मौका मिला तो वह बराबर उत्तर प्रदेश सरकार की बात करते रहे। उत्तर प्रदेश को सरकार का जहां तक सम्बन्ध है वह केन्द्रीय सरकार की बात कहती रही। आज भी उत्तर प्रदेश के जो मुख्य मन्त्री है श्री कमला पति जी त्रिपाठी उनसे हमने उन से हमने बातचीत की है। उन्होने फिर हम से यही कहा है कि केन्द्रीय सरकार अगर इसमें हमारी कुछ सहायता करे तो हम इस इलाके की बहुत बड़ी जो कठिनाई है, इसको दूर करने में कुछ मदद कर सकते है। मुझे पता नहीं कि हमारे केन्द्रीय रेल मन्त्री जी ने उत्तर प्रदेश के मुख्य मन्त्री के पत्र का या उन से मिलना और बात करना मुनासिब समझा है या नही। हमारे इलाके की की बहुत बड़ी कठिनाई, किसानों की कठिनाई, विद्यार्थियों की कठिनाई, व्यापारियों की कठिनाई और हमारे सरकारी तथा अर्द्ध सरकारी कर्मचारियो की कठिनाई जो दिल्ली के नजदीक होने की वजह से हजारो की तादाद में रोज यहां आते जाते हैं की तरफ तरफ मन्त्री महोदय का

ध्यान जाना चाहिये था। उन लोगों को रेल मन्त्री तथा रेलवे विभाग के लोगों से मिलने का मौका मिला है। उनको एक ही उत्तर दिया गया है कि रेलवे के जो बारह हजार कर्मचारी हैं और जो बेकार हो गए हैं उनको रोडवेज में या कहीं न कहीं और खपाने पर वे लगे हुए हैं। लेकिन व्यापारियों, किसानों, विद्यार्थियों व अध्यापकों या दूसरे लोगों की कठिनाइयों की तरफ ध्यान नहीं दिया जाता है। यह एक गम्भीर समस्या है जिसको अछूता छोड़ दिया गया है। इसको लेकर वहां की जनता में बहुत भारी असन्तोष है। वह इस रेलवे लाइन को आसानी से आपको उखाड़ने देने वाली नहीं है। अगर रेल विभाग और केन्द्रीय सरकार ने ध्यान न दिया, तो वहां खाली रेलवे लाइन के के साथ साथ ला एंड आर्डर की हालत खराब हो सकती है। अनेकों बार प्रधान मन्त्री, रेल मन्त्री और रेल विभाग के उच्चाधिकारियों का ध्यान इस ओर दिलाया गया है, लेकिन सरकार ने कोई ध्यान नहीं दिया है। मैं बहुत अदब के साथ कहना चाहता हूँ कि मन्त्री महोदय इस सम्बन्ध में उत्तर प्रदेश सरकार से बात करें और या तो वह कम्पनी को यह रेल चलाने के लिए मजबूर करें, या केन्द्रीय सरकार स्वयं इसको चलाये, या उत्तर प्रदेश की सरकार के सहयोग से चलाये या इसको सहकारिता के आधार पर चलाया जाये, जैसा कि श्री नन्दा ने कहा था। एक बड़े उपजाऊ इलाके में से आने वाली इस रेलवे लाइन को किसी तरह जरूर चालू किया जाये।

प्रायः दिल्ली के आस-पास बहुत अच्छी नस्ल के गाय-भैंस मालगाड़ी से कलकत्ता भेजे जाते हैं। यह आवश्यक है कि इन पशुओं को कम से कम समय में कलकत्ता या देश के दूसरे भागों में पहुंचाने की व्यवस्था की जाए। गर्मी के मौसम में अधिक देर से इन मवेशियों को बहुत तकलीफ होती है और अनेक माल-गाड़ी में जाते-जाते मर जाते हैं। या तो इनको जल्दी पहुंचाने की व्यवस्था की जाय और या इनको माल-गाड़ियों में गर्मी से बचाने की व्यवस्था की जाये।

यह सही है कि रेल विभाग में सुपरवाइ-जरों की तदाद ज्यादा है और काम करने वाले कम हैं। रेलवे विभाग का बजट बिल्कुल रेगि-स्तान की नहर की तरह है। अगर रेगिस्तान में कोई नहर निकाली जाये, तो सारे पानी को वह सोख लेती है और पानी किसानों के खेतों तक नहीं पहुँच पाता है। इसी प्रकार रेलवे विभाग के बजट का बहुत बड़ा हिस्सा रेलवे कर्मचारियों और खास तौर से उच्च कर्मचारियों पर खर्च हो जाता है।

मैं समझता हूं कि आज के युग में उच्चा-धिकारियों के लिए सैलूनों की व्यवस्था करना एक बहुत उपहास की बात है। रेलवे बोर्ड पर और रेलवे सैलूनों पर बड़ा भारी खर्च हो रहा है और उसमें कमी हो सकती है। थर्ड क्लास के किराए के बजाय उच्च श्रेणी के किराए बढ़ाए जाना हमारी घोषित नीतियों के अनुकूल हो सकता है, लेकिन थर्ड क्लास के किराए बढ़ा देना तो उन नीतियों के विरुद्ध है। इस पर हम को बड़ी गम्भीरता से विचार करना चाहिए।

केवल दिल्ली ही नहीं, बल्कि कलकत्ता, मद्रास और बम्बई वगैरह जितने बड़े-बड़े शहर हैं, या जो राज्यों की राजधानियां हैं, उनके चारों तरफ रहने वाले लोगों का उनसे ज्यादा सम्पर्क रहता है। इस लिए वहां पर रेलगाड़ियों की ज्यादा अच्छी व्यवस्था होनी चाहिए। दिल्ली तो भारत की राजधानी है। इसके चारों तरफ सौ मील के दायरे में रेलगाड़ियों की विशेष व्यवस्था होनी चाहिए। मैं समझता हूं कि रेलवे विभाग के उच्चाधिकारी और मन्त्री महोदय जापान जरूर गये होंगे। जापान में रेलगाड़ियां बड़े सुव्यवस्थित ढंग से चलती हैं, बहुत तेज रफ्तार से चलती हैं और जनता को उनसे बहुत आराम मिलता है। हमें जापान और अन्य देशों की इस प्रकार की अच्छी बातों की नकल करनी चाहिए। दुर्भाग्य यह है कि विदेशों की खराब

[श्री राम चन्द्र विकल]

बातें तो यहां बड़ी तेजी से आ जाती हैं, जबकि अच्छी बात एक भी अपनाई नहीं जाती है।

मैं रेल विभाग से प्रार्थना करूंगा कि बड़े शहरों के, खास तौर से दिल्ली के, सौ मील के एरिया में कुछ तेज गाड़ियां चलाई जायें। इस के साथ ही गाड़ियों की तादाद भी बढ़ाई जाये, जिससे दिल्ली की बढ़ती हुई आबादी और गांवों से आने वाले अध्यापकों, कर्मचारियों और व्यापारियों को आने-जाने की सुविधा उपलब्ध हो सके। दिल्ली की आबादी में जो वृद्धि हो रही है और यहां पर मकानों की जो दिक्कत है, रेलों की अच्छी व्यवस्था का उस पर भी प्रभाव पड़ेगा।

श्री राम भगत पासवान (रोसेरा) : सभापति महोदय, सर्वप्रथम मैं आप का बहुत आभारी हूं कि आप ने मुझे रेलवे बजट तथा इस से सम्बन्धित विषयों पर चर्चा करने का सुअवसर प्रदान किया। सब से पहले मैं अपने निर्वाचन-क्षेत्र की समस्याओं की ओर सरकार का ध्यान दिलाना चाहता हूं। यह वह इलाका है, जहा ऐसा लगता है कि विकास का एक भी कार्य अभी तक नही हो सका है। वहा पर जो थोड़ा बहुत कार्य हुआ भी है, वह बहुत निराशाजनक रहा है।

पुरानी रेलवे लाइन पर कही-कही नये स्टेशन भले ही बनाये गये हों, लेकिन उस विशाल जनसंख्या वाले इलाके में नयी रेलवे लाइन बनाने के सम्बन्ध में वर्षो से चली आ रही जनता की मांग की ओर सरकार ने कोई ध्यान नही दिया है। झंझारपुर से विशौल, कुशेश्वर स्थान-विथान होते हुए हसनपुर तक नई रेलवे लाइन बनाने के लिए आम जनता वर्षों से अपील करती रही, पर दुर्भाग्यवश सरकार का ध्यान अभी तक उस ओर नहीं गया है। उस नई रेलवे लाइन के बन जाने से तीन जिलों, दरभंगा, सहरसा और मुंगेर, की दस लाख जनता को प्रत्येक विकास-कार्य से लाभ पहुंचेगा। उस लाइन की लम्बाई करीब 90 किलोमीटर होगी।

समस्तीपुर दरभंगा तक बड़ी लाइन का कार्य शीघ्र ही प्रारम्भ हो जाना चाहिए तथा दरभंगा से जयनगर जाने वाली गाड़ियों की संख्या में दिन में एक गाड़ी की वृद्धि अवश्य की जानी चाहिए। इस लाइन पर गाड़ियों की संख्या कम रहने से सर्व-साधारण को दिक्कतें उठानी पड़ती है।

पूर्वोत्तर रेलवे के अन्तर्गत समस्तीपुर से दरभंगा के बीच 457 अप और 458 डाउन गाड़ी चलती थी। उसमें यात्रियों की भरमार रहती थी। फिर भी अधिकारियों ने बिना सर्वे का ब्यौरा लिये ही गत 25 मई से उसे बन्द कर के जनहित की ठुकराने का प्रयास किया है। 1968 के सर्वे के अनुसार समस्तीपुर रेल प्रमंडल में 1,25,398 यात्री प्रति-दिन यात्रा करते हैं। इनमें से समस्तीपुर से ही 45 हजार यात्री प्रति-दिन यात्रा करते है। दरभंगा जिले में नदियों के प्रकोप के कारण यात्रियों को रेल सेवा पर ही निर्भर करना पड़ता है। इस परिस्थिति में इस ट्रेन का बन्द करना उचित नही है। उसे शीघ्र ही चालू कर दिया जाए। गाड़ियों में इतनी भीड़ रहती है कि एक और ट्रेन बढना जरूरी है।

अगर रेलवे विभाग आम जनता का किराया बढ़ता जायेगा और रेलवे प्रशासन में सुधार नही लायेगा, तो सम्भवत: उसे हमेशा ही घाटे का सामना पड़ेगा। रेलवे अधिकारियों के व्यक्तिगत कन्टेक्ट पर खास-खास वर्ग के यात्रिओं और छोटे-छोटे व्यापारियों को बिना टिकट यात्रा करने के लिए अधिकारियों द्वारा प्रोत्साहन दिया जाता है। इंजिनों में कोयले की खपत जरूरत से ज्यादा दिखाई जाती है। स्टेशनों पर सफाई कार्य में लगे हुए कर्मचारियों का खोज करने पर भी अभाव रहता है। फलत: गन्दगी से स्टेशनों का वातावरण दूषित रहता है।

रेलवे में, खासकर एन०ई० और ईस्टर्न रेलवे में, समय की पाबन्दी नाम की कोई चीज नही रह गई है। गाड़ी नियत समय से एक से लेकर

दो, तीन, चार, पांच, छः, सात और आठ घंटे तक लेट रहती है, जिससे सर्व-साधारण को बहुत ही कष्ट उठाना पड़ता है। मैं रेलवे मंत्री से आग्रह करता हूं कि रेलवे प्रशासन में बड़ी मुस्तैदी के साथ सुधार लाने का प्रयास करें और आम जनता पर टैक्स लगाने का कम।

आम जनता की शिकायत है कि बिहार के जेसीडी और वैद्यनाथधाम स्टेशनों पर रेलवे अधिकारी-वर्ग यात्रियों को बेहद तंग करता है। वे लोग एक नकली हाजत बनाये हुये हैं और यात्रियों के साथ मनमानी करते हैं। वैद्यनाथ-धाम एक पवित्र तीर्थ-स्थान है। वहां लोग हमेशा परिवार तथा छोटे-छोटे बच्चों के साथ धार्मिक ख्याल से जाते हैं। छोटे बच्चों का हाफ टिकट रहने पर भी अधिकारी-वर्ग बिना रसीद दिये पूरा किराया और जुर्माना वसूल करता है। मैं रेलवे मंत्री का ध्यान इस ओर आकर्षित करते हुये निवेदन करना चाहता हूं कि कब तक इस प्रकार का भ्रष्टाचार रेलवे से दूर होगा और सर्व-साधारण को अफसरशाही अत्याचार से मुक्ति मिलेगी।

रेलवे द्वारा ढ़ोये जाने वाले माल तथा कोयले आदि की चोरी के लिये 90 प्रतिशत रेलवे अधिकारी-वर्ग जिम्मेदार है। मैं रेलवे में व्याप्त इन गम्भीर दोषों की ओर सरकार का ध्यान दिलाना चाहता हूँ, ताकि उन का निराकरण किया जाये और रेलवे द्वारा आम जनता को उचित सेवा उपलब्ध हो सके।

SHRI Y. S. MAHAJAN (Buldana): Mr. Chairman, I congratulate the Railway Minister on the Budget presented by him. The railways are our biggest commercial enterprise and represent an investment of nearly Rs. 3,200 crores. Naturally, it is expected that they should be run on sound commercial principles. But since 1964-65 the finances of the railways have been in a bad shape. So, this year the Railway Minister has come forward with certain increases in railway freights and passenger fares, increases which, in my view, I agree with the Minister are of a marginal character. In the very trying and difficult conditions in which the railways are working, I think, the Railway Minister has done his best to make for their smooth functioning and efficient working.

As regards the increase in railway freights I would like to bring to the attention of the Railway Minister only one point, namely, the excessively high rates which are charged for transporation of fresh fruits, specially bananas. I am interested in this matter because my district, Jalgaon District, produces bananas worth about Rs. 20 crores every year and this crop is transported mostly to Punjab and Delhi. I think, everyone will agree that bananas are the poor man's fruit. They are *par excellence* to fruit for a poor democracy like ours. Last year the Railway Minister stated in his Budget Speech that the average rate charged per tonne kilometer for goods had increased by 61 per cent during the period 1950—70 but so far as the freight charges on bananas are concerned, during the same period the rates increased by 300 per cent.

15.33 hrs.

[**Shri K. N. Tiwary** *in the Chair*]

For instance, for a wagonload from Bhusaval to Delhi the rate was Rs. 592 in 1949 but it incresed to Rs. 2,000 per wagon by April, 1970. After some representations last year the Minister was kind enough to reduce the charges to about Rs. 1,800 per wagon. The increase in charges was due partly to an increase in the rate and partly to the increase in weight charged per wagon. First the weight was increased from 170 quintals to 185 quintals and then it was increased from 185 quintals to 203 quintals for a wagon load. After some representations again, the weight per wagon was creduced from 203 quintals to 185 quintals. Sir, the price of bananas varies enormously. But we find that in the last 20 years the cost of production has gone up steadily and as a result of the excessive freight charges many an agriculturist has come to grief. This year the railway freight for a four-wheeled vehicle of bananas is even more than what the railway earns on a first class or air-conditioned bogie for the same distance, that is, from Bhusaval to Delhi.

Does it mean that the transportation of bananas is regarded as more important than traffic by air-conditioned coach between Bhusaval and Delhi by the Railways? The maintenance of the present rate structure

[Shri Y. S. Mahajan]

will ruin many of the agriculturists. This will lead to the cultivation of other kinds of *ifruit which are more* expensive and that is likely to be a contributory factor to the nflationary trends in the country I therefore, suggest to the hon Minister that he should follow the practice which was being followed between 1964 to 1969 and charge the weight per wagon for 170 quintals.

Secondly, the hon. Railway Minister should also explore the possibility of starting a quick-transit-service which is being followed on the Western Railways between Surat and Delhi We find that the Western Railways charges much less between Surat and Delhi for a wagon load than what the Central Railways charges between Bhusaval and Delhi.

Thirdly, I would request the hon Railway Minister to provide specially designed or suitable wagons for transporting perishable commodities like bananas At present, there are no special facilities available for transportation of bananas which is a parishable commodity. I hope, the hon Railway Minister will kindly pay attention to the three points that I have made and do the needful to save thousands of farmers in Jalgaon district from ruin.

श्री मूलचन्द डागा (पाली) सभापति महोदय, मै राजस्थान की तरफ रेल मन्त्री महोदय का ध्यान दिलाना चाहता हू। सबसे पहली बात यह है कि फौलाद से आबू के लिए एक रेलवे लाइन नई डाली जाय जिसके लिए राजस्थान सरकार की ओर से कई बार माग की गई कि यह बहुत पिछड़ा इलाका है और यहां रहने वाले ज्यादातर पिछड़ी जाति के लोग हैं। उसके लिए सारी योजना बन चुकी थी। मेरा निवेदन है कि फौलाद से आबू का जो रास्ता है उसमे कोई आवागमन का साधन नही है, इसलिए मत्री महोदय उस स्थान की ओर ध्यान दें और ऐसे जो पिछडे इलाके हैं उनकी ओर उन्हे विशेष रूप से ध्यान देना चाहिए। यह जो इलाका है आबू से फौलाद का उसमे रेलवे लाइन डालने से लोगो को आने जाने की सुविधा हो जायगी।

दूसरी बात मुझे यह कहनी है कि पाली राजस्थान का एक औद्योगिक नगर है। वहा से अहमदाबाद को जो गाडी जाती है जोधपुर से होती हुई उसमे वहा पर कोई रिजर्वेशन नही है न स्लीपिग कोचेज मे रिजर्वेशन है और बैठने के स्थान मे। मैं चाहूँगा कि पाली जैसा जो पचास हजार की आबादी का नगर है और जहा इतना बडा व्यापार होता है, छोटे-छोटे उद्योग चलते हैं, हजारो की तादाद मे लोग वहा सुबह शाम आते जाते है, अहम दाबाद जाते है उनके लिए गाडी मे रिजर्वेशन की व्यवस्था हो। किसी गाडी मे उनके लिए रिजर्वेशन नही है और समय भी ठीक नही है। इसके लिए हमने कई वार माग की कि जो गाडी पाली से अहमदाबाद जाती है मारवाड जक्शन होकर उसमे कुछ ऐसी व्यवस्था की जाय लेकिन गवर्नमेंट ने कुछ ध्यान नही दिया। हमने कई बार कहा कि पाली को इस प्रकार से आप नेग्लेक्ट न करे। ज्यादा से ज्यादा लोग जोधपुर से रवाना होते है और पाली से लोग डायरेक्ट अहमदाबाद जाते है या बम्बई जाते है। तो मै चाहूँगा कि पाली पर उनका कोटा बढाया जाय जिसके लिए कई बार हमने कहा है। जो पाली का स्टेशन है एक इतना बड़ा व्यापारिक सेंटर होने पर भी वहा की हालत बडी खराब है। वहा बडी ही इनसैनिटरी कडीशन है। स्टेशन के आस पास के जो एरियाज है वहा पर इतनी गन्दगी और सडाद है कि वहा पर लोग जाना भी पसन्द नही करेंगे। रेलवे के नाम पर यह बहुत बड़ा धब्बा है। इस सम्बन्ध मे हमने कई बार सजेस्चन्स दिए शहर वालो ने भी कहा कि वहा पर कार पार्किग और एक्का स्टेड के लिए जगह दी जाए और आस पास लाइट्स का प्रबन्ध किया जाये लेकिन आज तक उस स्थान को नेग्लेक्ट रखा गया है। पाली स्टेशन के सम्बन्ध मे मैंने डिवीजनल मैनेजर से भी कहा था, उनको स्पाट्स बताये थे कि उनका डेवलपमेंट आप

करिए लेकिन पाली स्टेशन जोकि एक बहुत पुराना स्टेशन बना हुआ है उसका कोई सुधार नही किया गया है।

इस बजट के सम्बन्ध में सबसे बड़ी बात मुझे यह कहनी है कि हम हिन्दुस्तान की जनता में एक जागृति पैदा करना चाहते हैं लेकिन रेलवे जोकि इस देश का सबसे बड़ा उपक्रम हैं उसमें भी जब घाटा आता है तो उसके लिए कौन जिम्मेदार है? आज रेल मन्त्री महोदय अगर यह बात कहते हैं कि रेलवे में चोरियां होती हैं और इस प्रकार की अव्यवस्थायें फैली हुई है तो उसका दोष किस पर डाला जाये? यह दोष रेलवे बोर्ड पर डाला जाये या रेल विभाग के अधिकारियों पर डाला जाये जोकि आज इस प्रकार से इस देश का नाम बदनाम कर रहे हैं। 30 अरब की दौलत खर्च करने के बाद भी आज इस उपक्रम को लाभकारी नही बनाया जा सका है—यह बड़े शर्म की बात है। एक ओर यह दुहाई दी जाती है कि हिन्दुस्तान में इस प्रकार से हम समाजवाद लाना चाहते हैं और दूसरी तरफ 30 अरब की दौलत खर्च करने के बाद भी रेलवे में अव्यवस्था फैली हुई है, यात्रियों की जिंदगी सिक्योर नहीं होती है, रेल में चोरी और डकैती होती है। अगर कोई और बहाना नहीं होगा तो यह कहकर कि यह जनता का दोष है, आप दूसरे के ऊपर इस दोष को डाल कर अपने आपको बचा नहीं सकते हैं। आज जनता इस बात को समझती है कि अगर कोई मन्त्री या रेलवे बोर्ड का अधिकारी अपने कर्तव्यों के प्रति सावधान और सजग नहीं है तो वह अपनी गलती को दूसरों पर डालता है। लेकिन आपको अपनी कमियों से बचने का प्रयत्न नहीं करना चाहिये। कोई भी काम मुश्किल नहीं है लेकिन तीस अरब की दौलत लगाकर भी इतने बड़े उपक्रम में आप घाटा दिखा रहे हैं तो इसके लिए कौन जिम्मेदार है? इसमें हजारों लाखों आफिसर्स हैं। उनकी कितनी कितनी तनख्वाहें है। और दूसरी ओर जो कैजुअल लेबर काम करते हैं उनको 12-12 महीने तक आप परमानेन्ट नहीं करते हैं। इस प्रकार से सारी अव्यवस्था चल रही है। और इसके लिए जो कारण बतलाये जाते हैं उनसे जनता या पार्लमेंट के मेम्बर्स संतुष्ट नहीं हो सकते। बड़ा अच्छा होगा वि हम समय के साथ जागें नहीं तो आने वाला जमाना ही हमें जगा देगा और किस तरह से जगायेगा वह बतलाने की आवश्यकता नहीं है। धन्यवाद।

SHRI D. D. DESAI (Kaira): While I sympathise with the Railway Minister, my forefathers had some shares in those Railway lines and in those years we considered them as gilt-edged securities because there was consequent revenue from these securities.

But, in recent years we find that our Railways are making losses. Now, I have some suggestions to make. Firstly, the Railways may be divided into smaller divisions which could be managed more profitably within their budgeted balance-sheets, so that the Railways may be made to earn a minimum revenue that is at least the equivalent of interest rates which the Central Exchequer may obtain as a result of income on the investment made.

Secondly, the railway alignments may be taken up at the earliest and the minimum statutory limit of speed on the railways should be 60 miles per hour. At present there are some idle capacities and wastages which we cannot afford, because, the over all expenditure is based on the time factor.

This expenditure could be brought down if we align our railway tracks and resort to a 60 miles minimum speed with greater turn round.

Thirdly, I would request the hon. Minister to concentrate on such areas as are potentially revenue-earning, particularly, for example, tracks in Gujarat on the Western Railway which are revenue-earning. On the other hand there are certain tracks which are causing certain debits to the Central pool with no future. It would be profitable to us to concentrate and increase the revenue somehow or the other so that the railways are not a drag on our budget or on our plans, but they contribute to our expenditure and to our plans.

I would like to refer to the continued

[Shri D. D. Desai]

delays that we are suffering on the Western Railway between Surat and beyond. This is because the Tapti and the Narmada are flooding those tracks every year and the trains are, therefore, usually a couple of hours delayed. So, these tracks need rectification so that the delayed conld be removed.

There are also one or two minor items like the tracks between Nadiad and Bhadran. This track has been of a narrow gauge. This was expected to be widened. I would, therefore, request the Railway Minister that this work may be taken up at the earliest. I would like to make a similar request in regard to the extension of broadgauge from Sevalia to Balarinor to Birpur to Lonavda and Modasa in Sabarkantha district, which are in an under-developed area and that it may connect right up to Udaipur. This request also may be looked into and the earlier a decision is taken and work started, the better would it be. These are the areas which generate a lot of weatlh. There are a lot of traffic, there are goods, and there is no loss, and there are no thefts, and there is no burning of railway wagons. The people are also law-abiding and peaceful by and large. The revenues potentials are excellent. Therefore, the railways could profitably exploit these opportunities for their own benefit and provide amenities at the same time to the community and develop the country as a whole.

श्री यमुना प्रसाद मण्डल (समस्तीपुर) : सभापति महोदय, बड़े आश्चर्य की बात है कि देश की सबसे बड़ी पब्लिक अण्डरटेकिंग में इस प्रकार सें घाटे का रूप दिखलाया गया है। इसका कारण यह हो सकता है कि थर्ड पेकमीशन ने जो एन्टरिम रिलीफ दी है उस पर 36 करोड़ का खर्चा आया है। आप एम्प्लाईज को पैसा दीजिए, उनको काफी पैसा देना चाहिए लेकिन साथ-साथ हमें यह भी देखना चाहिए कि इन चुनावों के बाद हमारे सामने समाजवाद का एक नया रूप आया है। सन 1931 में करांची कांग्रेस में हमने निश्चित किया था कि तनख्वाहों में पांच गुने से ज्यादा का अन्तर नहीं रखा जायेगा। आप उसको अब पांच की जगह पर 15 गुना भी कर सकते हैं लेकिन आज एक अफसर के वेतन और नीचे के कर्मचारी के वेतन में जो इतना बड़ा अन्तर गैप है उसको कम करने की तरफ भी ध्यान देना चाहिए। आज जो असल में काम करने वाले हैं, जो गेंगमेन हैं या केजुअल लेबर हैं वही सबसे ज्यादा काम करते हैं, दिन रात लाइन पर चलते रहते हैं लेकिन उन्हीं को आप सबसे कम पैसा भी देते हैं। आज समाज की बदली हुई स्थिति में यह बात अशोभनीय है। ऐसी बात भी विचारणीय है कि उनके बच्चों को आप नौकरी में प्राथमिकता दें जिससे कि उनको अपने भविष्य के बारे में आस्था रहे। ऐसी स्थिति में मैं रेल मिनिस्टर साहब से खास तौर पर अर्ज करूंगा कि थर्ड पे-कमीशन के बारे में आप चाहे कुछ भी कार्यवाही करें लेकिन जो लो-पेड स्टाफ है, गैंगमेन हैं या दूसरी कैटगरी के कर्मचारी हैं उनके बच्चे अगर योग्य हैं, काम कर सकते हैं तो उनके सम्बन्ध में जैसे पुराने समय में प्रथा थी उसी प्रकार से आपको भी करना चाहिए।

सभापति जी, मुझे खास तौर पर पूर्वोत्तर रेलवे के सम्बन्ध में कुछ निवेदन करना है। पूर्वोत्तर रेलवे अधिकतर ऐसे स्थानों में फैली है जहां से रेलवे को काफी रेवेन्यू मिलती है लेकिन फिर भी आप उसकी तरफ बहुत कम ध्यान देते हैं। इसलिए मैं आप से आग्रह करूंगा कि आपने जो अपनी स्पीच में खास तौर पर एक बड़ी चीज शुरू करने की बात कही है—गेज कन्वर्जन के सम्बन्ध में और जिसका 15 साल का प्लान आपके पास है उस योजना को आप 15 करोड़ के वार्षिक हिसाब से ही आगे बढ़ायें तो भी बहुत बड़ा काम हो सकेगा। आप देखिये कि उत्तर बिहार की आबादी कितनी अधिक है। वह दो या तीन करोड़ के बीच में है। बगल में नेपाल है। उत्तर बिहार की जनसंख्या इतनी संकुल है कि मीटर गेज से ब्राड गेज में कंवर्शन को

प्राथमिकता देनी चाहिये। आपने भी सर्वे किया है और निश्चय किया है कि बड़ी लाइनें समस्ती पुर से दरभंगा होते हुए नरकटिया गज की ओर ले जाने का काम किया जाये। आपको इसको पूरा करना चाहिये।

इसी तरह से दूसरी बात मैं यह कहूंगा कि बिहार के बारे में हमारे बड़े आदरणीय सदस्य श्री विभूति मिश्र ने अभी कहा था कि वर्षों से हम लोग रेलवे पब्लिक सर्विस कमिशन के बारे में कहते आये और उसके फलस्वरूप दानापुर में एग्जामिनेशन सेंटर खोल दिया गया लेकिन असल में किसी भी काम को कराने के लिये दूसरी जगह कलकत्ता या इलाहाबाद दौड़ना पड़ता है। आप का समस्तीपुर रेलवे क्षत्रीय डिवीजन आज 100 वर्षों से काम कर रहा है। अगर उस रेलवे प्रमण्डल में कोई काट छांट का सुझाव हो तो जो वहां के स्थानीय एम० पी० हैं उनसे भी आप को थोड़ी राय लेनी चाहिए। आश्चर्य है कि वहां डिवीजनल हेडक्वार्टर होते हुए भी जो ओवरब्रिज बनाने की मांग है उसको पूरा नहीं किया गया है। वह शहर को दो हिस्सों में बांटता है और रेलवे का बहुत नुकसान होता है। इस ओवरब्रिज को बनाने का जो आपका कमिटमेंट है उसको आपको अवश्य पूरा करना चाहिए।

मोहीउद्दीननगर एवं शाहपुर पटोरी के ने बीच में नन्दिनी गांव के निकट पर एक हाल्ट बनाने की बहुत ज्यादा जरूरत है। यह एक प्रसिद्ध गांव है और आस पास के यात्रियों को आज बड़ी मुश्किल होती है। आपने इसका सर्वे भी कराया है। वहां के लोग जन-सहयोग देकर मिट्टी का काम करने के लिये भी तैयार हैं। इसकी ओर सरकार का ध्यान जाना चाहिये।

इसी तरह से एक हाल्ट स्टेशन महनार एवं पटोरी के बीच चन्देल वासुदेवपुर के पास में होना चाहिये। इसके लिये बिहार के बहुत से एम० एल० एज० ने बार बार लिखा है और आपको चाहिये कि आप इसकी ओर ध्यान दें।

अब मैं कुछ पुरानी लाइनों के रेस्टोरेशन के सम्बन्ध में कहना चाहता हूं। मैं नई लाइनों के बारे में नहीं कह रहा हूं, जिन लाइनों को आपने उखाड़ लिया है उनकी चर्चा करना चाहता हूं। वहां पर करोड़ों रुपये खर्च कर आपने उस कोसी क्षेत्र इलाके को आबाद किया है। निर्मली से भपटियाही और प्रतापगंज तक आप एक लाइन का पुनस्थापन दे दें। 33 करोड़ 12 लाख रु० का घाटा पूरा करने के लिए आप तीसरे दर्जे के यात्रियों पर जो भार लादना चाहते हैं उससे तो अच्छा है कि दूसरे-दूसरे उपाय करें और नई-नई जगहों में आप लाइनें खोलें। टिकटलेस ट्रैवेलिंग के सम्बन्ध में जो आपका 1969 का कानून बना है उसको आप थोड़ा सा और सख्त बनायें, तो आपका काम पूरा हो सकता है।

SHRI NARAIN CHAND PARASHAR (Hamirpur): The Railway Budget does not provide a ray of hope for the northern regions of our country, specially the hilly regions. I had stated in my interim budget speech on 26th March, 1971 that there is an urgent necessity for linking Una and Nangal by a railwayt track. I had also tabled a question. The reply given was that a traffic appreciation survey had been conducted in 1963 and it was not found feasible to have a project linking Nangal with Talwara. Then I said that political conditions in those areas were different now. Both Nangal and Una were part of Punjab then. Since 1966, Nangal has gone to Punjab and Una to Himachal Pradesh. There is a lot of goods traffic between Nangal and Una, that is between Punjab and Himachal Pradesh.

Our State came into existence on January 25, 1971. But unfortunately there is not much hope for the economy or for industrialisation in our State.

This is a vicious circle. The industries do not flourish there because there is no railway line, and the railway line is not

[Shri Narain Chand Parashar]

there because there is no industry. I wish that some kind of hop his provided to us so that our State also comes up to the standard of other States and there is some industry in that area.

There are many new lines urgently needed for instance from Jwalamukhi Road to Jwalamukhi Mandir and beyond up to nadaun. But not to speak of new railway lines, even the existing lines are in a hopeless condition. I may bring it to your notice that from Hoshiarpur to Jullundur there are many buses and the traffic by rail is decreasing day by day. Again it is a vicious circle. Since the trains are late by more than two hours while the buses cover the distance within one hour, there is decreasing earning for railways on that line. If this continued late running of trains is not stopped, then one day the Railway Minister would order this line to be dismantled. Since there is late running, there is decrease in revenue, and since there is decrease in revenue, a demand arises for dismantling the line by the Department. I wish the Department looks into this aspect of the situation and feels that the Department itself is responsible for the late running of trains. What is the justification for a railway line which caters to the needs of the people like this ? Buses carry the passengers in one hour and the railway train is late by the two hours. This is the hopeless aspect of the situation. Similarly, a train has been provided from Delhi to Nangal Dam, but unfortunately it is late by two hours almost every time both on its outward and inward journeys. I have to travel by this train almost every week and I find that this kind of situation cannot be tolerated. It is painful for the people who are sitting inside the train as well as for the people waiting on the platform. The train does not come in time and the whole programme is upset. Therefore, this late running should be looked into and the Department seould provide some remedy.

I am thankful to the Railway Minister for the dieselising Srinagar Express the train from New Delhi to Pathankot, but one more train is needed. There can be a weekly train to cope with the extra rush that is there in these days. Also, a new train is needed on the Kangra Valley Railway, which is a line catering to the hilley area of Himachal Pradesh, but which is a very Small line, a narrow gauge line. So, its capacity is limited. So, I would request the Railway Minister to took into the demand of the people for providing one more train in that area.

I have visited the Railway colonies in Ludhiana and some other areas. I am ashamed to see that these colonies do not even have electricity. I wish the officers visit these colonies. There is no sanitary arrangement worth the name. People have to live in such conditions which are shameful to the authorities as well as to the people who are working and living there.

I am thankful to the Railway Minister for the restoration of the hill concession tickets, but I may point out that formerly they were available for passengers travelling 240 km, while he has now raised the distance to 400 kms. I request him to reduce the distance again to 240 km, because otherwise it is not giving us what we wanted.

16 hrs.

I am thankful for similar other concessions provided in the Railway Budget, but I would plead that the administration recognises the vital importance of Himachal Pradesh as a border State. Its borders touch China on the one side and Jammu and Kashmir on the other. Whereas the Border Roads Organisation is providing road from Manali to Leh and other areas, I am very much pained to say that the Railway Minister is not paying the same attention in this regard. I hope he will see that Railway traffic is as essential as road trnasport. Competition between road transport and railway could be cut down to the minimum if the railways are run efficiently and if the trains are faster.

Whereas Japan has set the record for the Trains by running them at a speed of 100 km. per hour, our fastest trains are much below this standard. Even the fastest train that our country has got, namely, the Rajdhani Express, which covers a distance of 1,441 km in 17 hours that is the fastest train in our country does not run to the norms of 100 km. per hour. I wish the speed of our trains should be maintained at the proper rate by checking of stopping and the late-running of trains, so that the passengers do not feel the pinch and the others concerned also do not feel the pinch.

Then, some other amenities in the trains are very much needed. The coditions in the compartments, especially in the third class compartments, are below standard at any time. I wish some attention is paid to this aspect of the problem also.

SHRI B. K. DASCHOWDHURY (Cooch-Behar): Mr. Chairman, Sir, at the outset, I would request the hon. Minister, that in future before he presents his budget speech, he should read it very carefully. Perhaps he is unaware that in the entire course of his speech, there are certain contradictory facts, contradictory statements and contradictory lines. Perhaps he is still not aware of the fact that there are certain officers in the Ministry of Railways and the railway administration it self who are really anxious and interested to place the Minister in charge of the railways in difficulties.

There are some lines in the budget speech, which I would like to quote. At page 3, this is what he has said:

> "The Eastern and the Southeastern railways which account for 60 percent of the tonnage carried by the Indian railway system as a whole, and hold 40 per cent of the total number of broad gague wagons, continue to cause anxiety."

The facts are coming out. There are two factors, namely 60 per cent of the total tonnage is being carried by the Eastern and the Southeastern railways; and by taking only 40 per cent of the total number of wagons that are in use. In the next sentence, it has been explained that it has caused anxiety because of certain troubles like law and order, strikes and lock-outs and all these things. But may I ask the hon. Minister, if that be the case, if this particular zone, covering portions of West Bengal and Bihar and some parts of Orissa, if this particular zone covered by the Eastern and the Southeastern railway can bring revenues to the Railway Minister to the extent of 60 per cent of the tonnage and by utilising only 40 per cent of the total number of wagons, is this not the most viable, the economically viable and feasible area to which the Railway Minister ought to have given much more attention?

Here, in another place, at page 11, it has been said:

> "The traffic pattern having changed, we have now to develop the North-South routes covering three Zones, the Delhi-Bombay and the Bombay-Ahmedabad routes..." and so on.

How could the Railway Minister find from the report of the Railway administration that the traffic pattern has changed? Had it been changed, this particular zone ought not to have carried 60 per cent of the total tonnage only by holding 40 per cent of the total number of wagons. Is it not inconsistent? Is it not contradictory? Is it not good enough on the part of this benevolent Railway Minister at least to go through it before he makes his speech? Only one or two I will mention; though there are many others. I would humbly request the hon. Railway Minister to go through them.

Here, it has been mentioned that "Owing paucity of funds, the Railway Minister is not in a position to proceed ahead with much of the works that are in his mind."

But he was good enough to say:

> "We are constantly and continuously reviewing the position in consultation with the Planning Commission and the economic ministries concerned. The railway plan is a flexible one and as and when new works are demanded by traffic demand, the necessary resources will have to be found."

I do not know how it will be found. If resources could be found, then why this deficit budget? Why are you putting the burden on the poor passengers and commuters for utter ineffieiency of the railway administration? They are giving certain succour here and there, even though they are short of funds and they say, for immediate necessities resources will have to be found. From what source? We found from the statement made by his predecessor year before last that the amount to be paid to the general revenue was not paid. It was freezed. Even this year, from the accounts it appears that it is partly freezed. But the Minister has no where mentioned as to what happened about the Railway Convention Committee that was formed last year with one or two Members of Parliament of the last Lok Sabha, to go into the rate at which dividend should be paid to the general revenues. It has not been settled yet. When the Minister comes before the House with the new budget, we expect

[Shri B. K. Daschowdhury]

that he would mention those policy decisions at least.

My colleague, Mr. Mandal, mentioned about the branch lines that have to be restored in all the zonal Railways. We have mentioned since 1968 that two flood-damaged branch lines of the N.F. Railway should be re-opened. In 1969, the present minister's predecessor was good enough to say that this would be done when the monsoon is over. In 1970, it was said that a technical committee's report is awaited. Then, it was said, we have received the report just now ; we will go through it. But since then nothing has been done. Innumerable letters and representations have been made to the minister and so many questions hava been tabled, but he has not considered whether he is going to restore the Jalpaiguri-Haldibari line and Domohini or Lataguri-Changrabandha line. These two branch lines were heavily damaged by the great October flood of 1968. I know this matter was referred back to the Zonal Manager of the N.F. Railway, who submitted a report that it needed about Rs. 78 lakhs to restore them. But I request that the minister should not be frieghtened only by that Rs. 78 or 80 lakhs. Recently the matter has been substantially changed, because it it was thought that 7 lakhs cusecs of water must pass through the river Tista and the railway alignment should be strengthened and hightened to the extent it can cover this entire volume of water, so that it may not be damaged further. But thereafter, having taken up the programme of the North Bengal Flood Control Commission, the edtire area has been covered and he should know that he has nothing to fear from the floods whatsoever, if the flood protection work goes on properly, He should see that these two branch lines are restored immediately.

What is the condition of the scheduled castes and tribes in the railway administration ? Very recently it has been stated that in the entire railway administration the proportion of Scheduled Castes and Scheduled Tribes is as follows : Class I 3.4 per cent ; Class II 3.2 per cent , Class III 8.6 per cent and in Class IV, consisting of sweepers and other 17.3 per cent. Is it proper that the socially ostracised and oppressed people, people for whom we shed tears, people for whom we have given so much of constitutional guarantees should be given this treatment ? Should they not be given justice in the hands of the Government ? It was suggested by a parliamentary committee that in the Raiiway Service Commission at least one member in such Commissions shonld be belonging to these people.

MR. CHAIRMAN : In spite of my repeated requests he is not resuming his seat. So, whatever he says now will not go on record

SHRI B. K. DASCHOWDHURY : Sir, I have not said anything irrelevant.

MR. CHAIRMAN : But there are so many other hon. Members who also want to speak and the time is limited. Shri S. K. Sarkar.

*SHRI S. K. SARKAR (Joynagar) Hon. Mr. Chairman, I cannot fully support the Budget, presented by the Railway Minister, although I intended to do so. Nowhere in the Budget mention has been made about the corruption and inefficiency that we find in the Railways. I, therefore, must say that the Minister has not said anything about the corruption and departmental inefficiency in the Railways in his entire Budget speech, Sir, we have some experience of the corruption and inefficiency that the Railway departments are subject to.

I shall particularly confine my speech to the problems of Sealdah Division. There I have found that everyday trains do not run in time and very often railway wires are cut ; of course this has been admitted by the Railway Minister in his speech. But we want a remedy for it. Lakhs of rupees are being spent to maintain the Railway Protection Force. But every day there is some trouble in the Sealdah division—either the trains do not run there regularly in time, or the transmission wires are cut or the trains are sometimes burnt. As a result of all these troubles lakhs of commuters, who depend upon the regular service of the trains in the Sealdah division, face great difficulties in reaching their destinations. You must know, Sir, that trains in the Sealdah

*The original speech was delivered in Bengali.

Division carry the largest number of daily passengers in India. But in order to remove all these troubles in the Sealdoh Division no efforts have so far been made by the Railway Ministry. It is my complaint that the Railway Protection Force, in connivance with the anti-social elements, are responsible for all these troubles. If today we travel by train in Sealdah Division we shall find that some compartments are without doors, windows and even fans. In some compartments we do not even find seats. In extreme winter the people face great hardships while travelling by trains in the Sealdah Division. During rainy season it so happens hat sometimes rain waters fall upon the heads of the passengers. If the railway administration goes in this manner, the situation is not likely to be improved by increasing the passanger fares in the name of the deficit budget. Because of the rise in passanger fares the poor people are to be affected ultimately. I find that the Minister wants to raise rupees eleven crores by increasing the train fares. I am sure this income from the increased fare is not going to benefit the poor passangers.

I feel that the Government is incurring losses to the tune of Rs. 10 crores because of numerous thefts occuring in the Railways. In order to prevent such a loss what steps are the Government taking? Then, we have noticed that food grains carried by wagons are very often looted by the people after breaking the wagons and because of this the Railway Administration has to pay the heavy claims of the affected people. I do not find that any remedial steps to this effect have been proposed in the Budget. I feel that in order to remedy the troubled situation prevalent in the Eastern Zone, particularly in the Sealdah and Howrah Divisions, the Government should appoint a special Committee consisting of the Members of Parliament belonging to those areas and their suggestions may be invited by the Government. We have many unemployed youngmen in our State and if they are entrusted with the work of Railway Protection Force—especially those youngmen who are living in villages near Railway Stations—we need not maintain the huge staff of the railway protection force. In this way I feel that the work of protecting railway property will become easier. Apart from this, this arrangement will help us to bring these youngmen, who are gradually becoming anti-social elements for want of employment to our fold. Therefore, I shall request the Railway Minister to apply his mind to this suggestion of mine.

I shall now say two or three more points which specially relate to the Sealdah division. I have come to know that the daily passengers there are now demanding the withdrawal of the electric trains. Instead they have been demanding for the introduction of steam engines. People say that because of the theft of overhead copper wires almost daily it is impossible to run the electric trains there. Therefore, I would like to know from the Railway Minister what remedial measures he has in his mind in regard to such a situation.

Then, I would like to know from the hon. Minister what are his future plans about Calcutta. We have been hearing for a long time that underground and circular railways will be introduced in Calcutta and also we have heard of the suburban dispersal scheme. But nothing has been done so far. So how long will the Government bluff us on these issues? This question is also being asked repeatedly by the people. We do not want to carry the same bluff. Therefore, I feel it my duty to raise this question to the Minister.

One more question I will raise and that was also raised previously by other members from West Bengal. You already know, Sir, that the narrow gauge line of the Martin Burn Railway Company was closed and at the time of its closure assurance was given by the Government that the affected employees will be absorbed in various departments of the Railways. When the Martin Burn Railway line in Northern India closed, the affected employees there were absorbed in other departments of the Railways. But the employees of the Martin Railway in the Eastern and South Eastern Sections are not being absorbed in other Railway Departments. I have come to know that Railway Board in connivance with some trade union elements is trying to prevent these people from being absorbed in other Railway Departments. We have also come to know that the efforts are being made to reopen the Martin Burn Railways as subsidiary railways. But in this House a clear assurance was given by the Government that employees of the Martin Burn Company will be absorbed in other railway departments but nothing has been done so far to implement that assurance. The delegation-

[Shri S. K. Sarkar]

of the poor employees have already come to Delhi and they have been waiting for a number of days to see the Railway Minister but the Railway Minister has no time to meet those people because he is very much busy with the Railway Budget these days. I want a categorical assurance from the Minister that the delegation of the employees which has come to Delhi to meet him will return with this assurance that they will be absorbed in other departments of the Railways.

One thing I would like to say that we have adopted the socialist path for our country and that path cannot be followed by increasing the third class fare on the one hand and by encouraging the wagon breakers on the other. I would request the Railway Minisier to prevent the wastage of lakhs of rupees as claims which the Railway administration is bound to pay on account of the mischief of wagon breakers. I further hope that the earnest efforts made by Shri Nanda to improve the conditions of the Railways, will be continued by the present Minister. I feel the hon. Minister will find out some means for eradicating the problems of the Railways in the Eastern side in consultation with the Members of Parliament belonging to West Bengal, Bihar and Orissa. With these words I support the Railway Budget. I conclude my speech after paying thanks to the Railway Minister.

SHRI JYOTIRMOY BOSU [Diamond Harbour) : Sir, the Indian Railways, after 23 years of utter mismanagement, corruption and bungling, has come to a place that it can never become economically viable. It can never give you a dividend for the Rs. 3,000 or Rs. 4,000 crores that the people have invested in this sole monopolistic company, a unit which enjoys the monopoly right of running the railway transport in this vast sub-continent. This is because of continuous mismanagement, bungling, corruption and inefficiency.

The greatest evil in the Indian Railways today, if you ask a man who understands transport economy, is the great evil of overcapitalisation. Indian Railways is suffering from overcapitalisation. You have never tried to understand it because you do not have anybody to understand it. You are trying to behave like a village quack. When you see a hole here, you try to patch it ; you see another hole and you try to patch it, but you do not try to understand the overall difficulty and position.

What are the examples ? Even ten years ago if you designed a passenger bogie, you could design it, say, for Rs. 80,000 for construction. You did not go in for laminated plastic walling costing Rs. 6 per square foot ; you did not go in for aluminium chequered plates for flooring ; you did not go in for linoleum. Everywhere you are overcapitalising. In the waiting room, which is frequented by 26 persons in a month, half of them passholders, you go in for canary colour mosaic flooring, which costs Rs. 2.50 while ordinary cement grey flooring, giving you the same material comfort, would cost you 50 paise. You cannot run the railways because you are just not competent to do it. You do not understand the economy of it.

Then, you exaggerate to a great extent the safety margin of the permanent structures of the railways. I remember, when Mr. Khruschev came, he went to a public sector unit in Bangalore. He saw the steel design and said that if the design had belonged to his country, he would have sent the designer behind the bars.

They do not go in for research whether all the ordinary constructions should be done with reinforced cement concrete whereby you could save steel. You are not interested in that. You are trying to pamper your Engineering Department and the Engineering Department has become a big hole on the wall of the Railway economy.

What about the dead stocks ? Anybody who came to the Railway Board, a General Manager or a big man in the Board, tried to buy something special in a huge quantity, say, for example, cast iron sleepers. The hon. Members while they travel will see billions of them lying and getting rusty. We want to know how much was ordered and how much has been actually used. Why is it that the man who placed an order has not been penalised and prosecuted ?

You depend for everything on the R.D.S.O., the Bible of the Indian Railways. You do not have anybody else to advise you. There are ghosts, manufacturer ghosts, working and the Indian Railways have become a dancing and playing ground of monopolist producers. Why do you want to have non-ferrous fittings ? Why do you

have imported stainless steel fittings for latrines? In a country where you spend 36 p. for a man to live in a day, you are using imported stainless steel for latrines. You want to run the Railways like this. Not in your life-time, you will improve the Railways like this. You may wear whatever type of cap you like. But the Indian Railways are not going to improve.

Let us see the lack of planning in your coach-designing. The cubical content utilisation of a coach is so very poor. You have not gone into that research. What about designing wagons on the Chinese type, a convertible variety? Have you gone into this? No. A open wagon suitable for taking coal goes to Ghaziabad and comes back empty because it cannot take wheat. There is empty haulage every time. During the last 23 years Congress rule, the wheel continues to move and it cuts a hole on the people's pocket. This is the Indian Railways today.

What about rails that are rejected in this country? They are sent to Malaysia, Burma and Hong Kong for use in their Railways. You do not think of reconditioning them. You do not think of using them for other purposes. You sell at the rate of Rs. 300 a tonne while outside it is sold in the black market at Rs. 1800 a tonne.

Who asked you to go in for dieselisation which has caused widespread unemployment in the coal mine areas. The former Railway Minister conspired with American Diesel Engine producers and designers and ruined the Indian Railways. The diesel traction is far more dear. It is greatly foreign exchange orinted. How many crores of rupees have been paid to Yankee designers of diesel engines. We know the bluff. Even year before last, the Varanasi factory produced diesel engines which consisted of 85 per cent of imported components. Dod't try to tell stories to us.

Not very long ago, your importation of diesel fuel amounted to Rs. 5,00,000 tonnes per year. On the one side you talk of self-sufficiency in essential items, on the other hand, in conspiracy with foreign monopolists, you conspire and dig a hole on the wall of Railway economy in the country. That is your class character.

You have completely surrendered to the road transport business. This road transport is foreign investment oriented. Amongst all the forms of transport in the country, it is the dearest. Why? 1 H.P. pull for road transport is 100 Kg—I cannot give you exact figures here—for rail, it is 500 Kg. and for water it is 2000 Kg. In spite of that, you cannot make profit. It is because you deliberately co-operate with foreign monopolist oriented road transport.

Sir, this is so much a part of the economy of the place from which you have been elected. The Railways have lost all the high-freighted traffic in favour of the road transport. You carry a sackful of limestone 500 miles for Rs. 5. A box of bata shoe company's product of a small size is carried for Rs. 10 for 200 miles. Thus, you are losing the freight. You go on increasing the fares as much as you like. But you cannot give a good enough account for running this organisation.

Have you ever thought about the scheduling of the structurals and the specifications? Have you thought about reconsideration of the safety margin? No. Your whole idea is only to make money, give some to monopolists, something you take, you rob the common man in all this. We wanted coir cushion with gunny cover and drinking water tanks but the Railways said, no, because the big capitalists do not make money out of it. You use sun-mica, stainless steel, aluminium, non-ferrous metal etc. and dump them there. In all this the material comfort is nil; visual comfort is good. You may feel encouraged Mr. Hanumanthaiya, I do not.

The value of Martin-Burn Railway would be about Rs. 35 lakhs today. For that little money what a wonderful service that has been rendering? It was carrying 35,000 passengers daily, who have been getting Rs. 50 to Rs. 200 a month. They have to pay only Rs. 15 or Rs. 17 whereas if they travel by bus, they would have to pay Rs. 55 to Rs. 60. But you wanted to do away with this light Railway. That is because you had pressure from the road transport. That is why you wanted to do it; no other reason.

There are 2,000 employees who are stranded in Calcutta and Mr. Nanda said that they will be absorbed in the month of December, 1971. Almost 6 months have passed. They are still starving in the streets. You have got wonderfnl air-conditioned office and limousine and everything. The man who makes the money is starving in

[Shri Jyotirmoy Bosu]

the streets of Calcutta. This is the Samajvad of Mrs. Indira Gandhi.

What about your industrial policy resolution ? Why should you abolish it ? Why cannot it be nationalised ? About Sealdah division, you collect the money in advance. You are under contractual agreement. But 3 times a week you say you cannot give the train This is your socialism. What about your saviours, the CRP, the police and the army and the RPF. This is the miserable economic condition which we witness today and for this you are wholly and solely responsible.

Day before yesterday a gangman at Mankar station was murdered by the CRP men. Do you want the Railway to behave in this way ? I can assure you that this Government will never be able to run this public sector organisation of the biggest size in this country on efficient and economic lines.

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : About 65 hon. Members have participated in the debate. I am thankful to them that they have dealt with the problem of railways from various points of view. They have dealt with policy matters ; they have dealt with individual grievances and requests; they have had some words of appreciation, and plenty of words of depreciation as well. It is all in the nature of the game. When a budget proposal comes before the House I, for one, as a democrat do not expect everybody to praise the budget. The occasion is meant for Members to see what is wrong with the Railway Administration. It is their duty and responsibility to suggest remedies.

16.31 hrs.

[Shri R. D. Bhandare *in the Chair*]

It is these parliamentary discussions that keep every person in the Railway Administration including the Minister on his toes. Therefore, I heartily welcome whatever criticism has been made. and in the true democratic spirit, I respond, by owning the mistakes wherever there are mistakes and defending the Railway Administration wherever there is an uncharitable charge against them.

To begin with, I shall deal with policy matters. Dr. V. K. R. V. Rao, Shri C. M. Stephen, Shri A. P. Sharma, Shri Piloo Mody and Shri M. Kalyanasundaram and various other Members gave their point of view of the financial and other policies pertaining to Railway Administration. Dr V. K. R. V. Rao in particular reviewed the allotment made to the railways in the Fourth Five Year Plan. I very much value his contribution to the debate. He has had experience of the Planning Commission and administration ; besides, he is an economist. He has said, as also Shri Chintamani Panigrahi and Shri Piloo Mody, that the reduction in the railways' Fourth Plan traffic targets and outlay was not justified in view of the Government's commitments to the public to provide for the development of the economy and additional employment potential.

I explained the reasons why the Plan allotment was reduced by Rs. 250 crores. The estimated traffic did not materialise according to calcluations. That was because of the recession. That was because of the strikes and bundhs that adversely affected production in steel and various other sectors. But that is not a permanent feature. Therefore, even though it may be the estimate of our own Minis'ry and the connected Ministries, I find it difficult to accept the final position that they have taken.

Therefore, I have deliberately included the sentence in my speech that the Plan allotment has to be reviewed according to the exigencies of the time. I agree with Dr. Rao and other hon. members that our economy is picking up. Our exports have been hopeful. It is only the law and order position in the eastern sector that is causing anxiety. But for that, I would have summoned courage to state before you that our economy is picking up, and therefore, corresponding investment has to be made in the railways. This hopeful feature of our economy warrants the restoration of the cut made by the Planning Commission and other authorities. I may take the House into confidence and say that I propose to discuss this matter with the Planning Commission and other authorities so that the Railways may get at least the cut made of Rs. 250 crores restored.

From another point of view also, it is absolutely necessary. The Government of India are committed to the policy of relieving unemployment. There is no better

sector than the railways to provide employment opportunities immediately and all over the country. The distinguishing feature of investment in railways is that it will leave permanent assets for the nation. I am thankful to hon. members for giving me encouragement for pleading for restoration of the cut made of Rs. 250 crores. It may be that I may be asking for more. As everyone knows, this public undertaking is not merely a commercial proposition ; it is also meant to serve the people, by providing employment opportunities and by rendering day to day service required by industry and various other sections of our people. Therefore, the railways have to be looked upon as a many-sided blessing. It is not merely a one-sided blessing that it is conferring on the country.

I happened to read several months ago a magazine article. In the US it seems the automobile industry constitues the core of industrial activity and progress ; it seems almost every tenth man or so is in one way or another connected with the automobile industry. Therefore, it is the core of their industrial structure. In India, it is the Railways that is holding that place. Any encouragement given to the railways will, to that extent, advance not merely the railways' assets but every other industrial and economic activity in the country. So we have to see that this railway system is given momentum and impetus not merely on technical and business considerations but on larger considerations of economic development and progress. That is why I sponsored the idea, and I am thankful to many hon. members who have blessed the effort, that overbridges and underbridges have to be constructed/ in as great a number as possible. That will give instant employment as my hon. friend Dr. Rao said, and it can also spread employment opportunities all over the country. There is the Safety Fund of the order of Rs. 10 crores, and as Dr. Rao has pointed out, the Government of India is making a provision of about Rs. 75 crores to relieve the unemployment problem. Out of this Rs. 75 crores, I want to request the Prime Minister to help me get at least Rs. 10 crores so that I can build more and more over and under bridges which will bring satisfaction to many Members of this House who want them.

SHRI JYOTIRMOY BOSU : Will they be revenue and utilisation oriented ?

SHRI HANUMANTHAIYA : I have discussed the problem in my speech. It would take a very long time for me to explain again. Mr. Jyotirmoy Bosu who is one of our ablest Members understands the problem much better than I do.

SHRI JYOTIRMOY BOSU : Don't be sarcastic.

SHRI HANUMANTHAIYA : No, no.

SHRI JYOTIRMOY BOSU : I can retort if you talk like that.

MR. CHAIRMAN : He has misunderstood. You have complimented him.

SHRI HANUMANTHAIYA : That is the misfortune of the country that such people get into the category of "easy misunderstanding".

SHRI JYOTIRMOY BOSU : Even people in Mysore as far as you are concerned.

SHRI HANUMANTHAIYA : In this matter of constructing over and under bridges as soon as possible, the State Governments have to co-operate because the necessary land has to be acquired, the necessary civil works, the road-making portion, has to be done by the State Government. I propose to address a letter to them, and I have already done in the matter of some States, to have as many bridges as possible. Whenever I visit a State, I propose to make this a matter of discussion and immediately devise the measures so that as many over and under bridges as possible are built. I am much beholden to hon. Members who have given this idea their considered support.

So far as financial policy is concerned, several Members wondered why there should be any deficit at all. I had explained it very clearly in my Budget. If this interim allowance to our employees had not been given,- so far as railways are concered, I have given the figure which is much more, Rs. 36 crores— there would have been no necessity to see a deficit in the Budget, but I am not putting the blame on the workers. They need increase in emoluments to eke out their livelihood when the cost of living goes on rising. They must be made to live at least tolerably well in order to render tolerably good service. We, therefore, are

[Shri Hanumanthaiya]

committed to the proposition that the workers must be paid to the extent possible as well as the resources permit. We had to agree to this interim relief, which was of the order of Rs. 100 crores all over the area of the Government of India, and this was an additional burden. It is, therefore, primarily this unforeseen expenditure that came in the way of our effort to balance the income with expenditure.

Sir, I may as well take the hon. Members into confidence because every Member is concerned with corruption and inefficiency and it does not take much effort to say so. I myself know ; it is not that I know it today ; I have been in public life for almost 35 years and I began my political career as the Leader of the Opposition in the Mysore Assembly when the British people were ruling. This was the charge I was making. To find some deficiency is one proposition : to remedy it is another proposition. It is not merely in India. In every country, and for that matter, in every age, corruption and inefficiency are having their sway. It is our continuous and constant effort to keep them under check ; we are making that effort. But I must say that if the allegation made with gusto by some of my hon. friends was true—that there is corruption everywhere and inefficiency everywhere—then these 60,000 km of railways would not have run at all. That this huge system, the biggest system in the world, is running and is running to some satisfaction, itself proves that there is efficiency and there is honesty also. You will naturally not expect me to give correct figures as to what percentage of our personnel is honest and efficient. With your watchdog attitude on the railway administration and with our efforts, it will be possible to lower this level of inefficiency and corruption. I propose to do so during the coming months. How far I succeed, I myself do not know. All that I can say today is that I will make the best of efforts and I have the satisfaction that I have your support in the matter.

I will make one proposition, and that will not be liked or relished by people like my hon. leftist friends over there. The rule of law that we have embedded in our Constitution makes it impossible for us to punish inefficiency ; it makes it almost impossible for us to punish the dishonest. As you know, even if a man is punished properly, he can go in writ petition and the case goes on for years and years and many a time, the distance and time and the distance from the place of the crime so work as to acquit the person. I have myself seen many such cases. But on that ground we cannot dispense with the rule of law and try to punish everyone through discretion. (*Interruption*)

AN HON. MEMBER : Change the law.

SHRI HANUMANTHAIYA : I am coming to it. The American economy advanced so rapidly because of the hire and fire system. If a person, even if he is the executive head of an organization, is found inefficient, he will be given 24 hours' notice to quit. Nothing of the kind can be done in India. In the socialist countries like Russia or China, inefficiency and dishonesty will not be punished merely by dismissal ; their very liberty and life will be at risk. Therefore, that is the fear,

Here we have neither the Power to hire or fire nor the kind of a punitive power they have in China or Russia. Can you ever imagine a labour leader going on strike in China or Russia ? Here even in the public undertakings owned by the people and managed for the people, they go on strike. There is no distinction between private sector and public sector so far as agitations, strikes. ete. are concerned.

PROF. S. L. SAKSENA (Maharajganj) : Here the workers are not the owners of the factories,

SHRI HANUMANTHAIYA : Even in China and Russia, the workers are not the owners. I have myself gone and seen it. workers are nowhere owners.

I will deal with the proposition made by Mr. Sharma. I have already made a recommendation in one of the ARC reports that the workers are entitled to participation in management. But only, management is management, where you require, skill, ability, techniques, etc. Merely because you are a labourer if you sit there, how will you manage ? If one does not know driving, even if he is our dearest friend, can we put him at the wheel ? It will be risky to human lives. The only qualification for management is

ability and all techniques pertaining to management: Whether he is a labourer, white-collared worker or any other type of man, he ought to be allowed to go up to the level of management, irrespective of class distinctions. That is the proposition. We have to think deeply, not superficially. As soon as we purchase a house, we do not begin to demolish the windows, doors, etc. When we own something, we protect it, Therefore, any laboure leader who sponsors the idea of participation has to see the logical conclusion of it that there can be no question of strike or agitation against the management on which he sits. To have cheap popularity, you should not say in one breath, "let workers participate in managemeut ", and in another breath, "let them go on strikes as they do in capitalist countries." These two ideas do not harmonise. We should be consistent in regard to the proposition.

PROF. S. L. SAKSENA : But workers must be in effective control of the management if strikes are to be avoided.

SHRI HANUMANTHAIYA : This Government, after obtaining a massive majority, is thinking on those lines. It is not merely myself, The Prime Minister has made one of the most famous pronouncements on labour policy. Most of you must have read it. I approve of it not because for the time being I am serving under her. I have been stating ihis proposition for a very long time and I bave done it in writing in ihe ARC reports. Therefore, let us all sit together and avolve correct policies of management, labour, trade unionism, etc., so that ultimately we may achieve the aim of national progress through better production.

The hon. Member, Shri Pillo Mody, made a great point that our railway administration is not following modern techniques of management. Incidentally, he had a dig at public enterprises and he had a soft word to say about private enterprises because they are making use of all these computers and techniques of management. He said that the railways do not have a single eomputer even though small firms in the private sector have got computers. Shri Mody never loses an opportunity to pay homage to the private Sector and blame the public sector.

I welcome his views and criticisms. I can only say that his views are plausible but his criticisms are awry. I would like to enlighten the hon. Member in absentia on this subject.

The Indian Railways are the largest users of computers in the country. They have 14 computers, one for each zonal railway and the production unite, one for the Railway Board and one at Mughalsarai. All of them are IBM 1401, the latest and the biggest model among the second generation of computers, They are being used for freight accounting, passenger accounting and statistics, wagon control, Production control and pay sheets. A beginning has been made in respeet of inventory conrol as well. The Indian Railways have, however, 50,000 items of stores which are of diverse character, covering rolling stock components, electric traction equipment, signalling items; steel, cement, fuel, oil and other consumer stores. A comprehensive plan for computerising stores accounting and inventory control with the overall object of minimising inventory holdings and, at the sametime, improving the services of the consuming departments has been introduced in stages since 1968. The first phase of this scheme has been completed in all the railways and production units and inventory ledgers are also now on the computer. The computers also produce debit and credit summaries and other account statements, including exception reports' required to assist the management in exercising better control on the inventory. Sophisticated techniques such as ABC analysis are being introduced steadily and it is expected that the full schem would be completed by 1973-74. The inventory, excluding fuel, held by railways totalled Rs. 151.87 crores as on 1-4-69. As a result of the various steps taken, the inventory came down by Rs. 16.46 crores to Rs. 135.41 crores as on 1-4-70. In spite of the increasing price levels the inventory has been maintained at more or less the same level in 1970-71. The present inventory represents roughly 8.3 months' requirements. It is hoped that with the implementation of the full scheme of computerisation of inventory control and introduction of other techniques it will be possible to reduce inventory to a level of six months' requirments in the near future.

Recognising the value of modern management techniques, works study organisations were created on the zonal railways as far back as 1965. The Works Study Cells of railways study the various problems assigned to them so as to suggest methods to improve the working.

[Shri Hanumanthaiya]

These studies are proving useful. A large number of officers and supervisory staff have been given advanced training in management and work study techniques. Several officers have also been trained abroad in modern concepts and techniques of management in almost all spheres of railway working.

17 hrs.

Besides, it is the regular feature of our training also. The curriculum of the Railway Staff College at Baroda also includes the subject of management science for officers at all levels. So far as the non-gazetted staff is concerned, such instructions are imparted in the zonal railway training schools. Over 1,500 offiers and staff have been trained during the last six years in various modern management techniques and the training has been so useful that the working of the railways has shown improvement to some extent.

Apart from the above domestic arrangement, the railways have also engaged outside experts from time to time Recently it was decided to obtain the services of outside experts or consultants in the field of efficiency and modern management study, some aspects of railway working. A number of projects have also been entrusted to well known organisations in the field, like, the Administrative Staff College, Hyderabad, the Indian Institute of management, Ahmedabad, and the National Institute for Training in Industrial Engineering, Bombay.

Therefore, so far as modern techniques are concerned, the railways are quite alive to the requirements thereof. In future we hope to make use of every advance made or ideas evolved in this field of business management, so that our railway officers may be better equipped to work in an efficient and economic manner.

Many Members attacked the Railway Board.

AN HON. MEMBER : Not attacked, critiicized.

SHRI HANUMANTHAIYA : You, in your wisdom, merely criticized but you will kindly remember that an hon. Member of the Jana Sangh went to the extent of saying that they were rakshasas. May be, the hon. Member, Shri Kachwai, instead of saying *rakshaks*, must have said rakshasas. Maybe, the Sanskrit pronounciation was a little faulty.

17.03 hrs.

[Mr. Deputy-Speaker *in the Chair*]

I know, except for a few Members of this House, most Members are critical of the Railway Board. If I speak today about the Railway Board, please do not take it that I am the Railway Minister and, therefore, of necessity I have to defend them. No ; but I have studied the problem when I was the Chairman of the Administrative Reforms Commission and I will place some facts and figures before you and you can draw your own conclusions ; you need not accept my judgment.

When you compare the railway finances and personnel with some of the State Governments, you will see the immensity of it. Take the biggest of our States - Bihar, UP and Madya Pradesh. They make almost more than half of India. The total budget of these three States put together is less than the budget of our railway administration.

SHRI JYOTIRMOY BOSU : What are you driving at ?

SHRI HANUMANTHAIYA : In the matter of employment also, all the three State administrations have only 11 to 12 lakhs of employees, whereas the railways is nearing the figure of 14 lakhs of employees.

SHRI JYOTIRMOY BOSU : Including casual labour or excluding casual labour ?

SHRI HANUMANTHAIYA : These causual remarks you can keep for later use.

SHRI JYOTIRMOY BOSU : Provided you are there. Does this figure include casual labour whom you are exploiting ?

SHRI HANUMANTHAIYA : Let me deal with more serious problems. So far as that problem is concerned, I am prepared to come to an agreement with what my hon. friend says on the subject.

In respect of these three State Governments, today, I think, the total figure will go to more than 150 or so. This Railway administration which manages such a huge

undertaking has a personnel of 5 Members on the Board, one Minister and one Deputy Minister. Therefore, you will see that the organisational set-up at the head is if at all exemplary instead of what is called being a white elephant as some of the hon. Members put it. (*Interruption*)

श्री सरजू पांडे (गाजीपुर) : बोर्ड पर खर्च कितना होता है ?

श्री इसहाक सम्भली (अमरोहा) : और यह बोर्ड काम क्या करता है ?

श्री सरजू पांडे : यह सफेद हाथी तो है ही।

SHRI HANUMANTHAIYA : I invite the two hon. Members who do not know what the Board is doing for a cup of tea and let them see what is the work they are doing. If they are really interested in knowing what the Board is doing, I invite them to see for themselves what they are doing and then talk later.

Some of my friends rightly ask : Why should all authority get concentrated in the hands of the Railway Board ? Let me take you into confidence and tell you that 15 days ago I had a meeting with all the General Managers along with the Members of the Board and we took a decision to decentralise the powers and functions, as much as possible, in consonance with the recommendations made in the Administrative Reforms Commission Report on the subject as well as in the Report on Decentralisation of Powers and Functions—there is a separate Report on that.

The famous sentence that is written there is that the delegation of power must be "maximum possible and not minimum necessary." If this formula is followed, the whiteness of the elephant will, I am sure, turn into green to please all your eyes.

I am myself aware when I go into the building of the Rail Bhavan and I am against at the size of the central administration of the Railways......

SHRI JYOTIRMOY BOSU : Beautiful rooms ; large spacious air-conditioned bath rooms and all that. It is very good ; I appreciate it.

SHRI HANUMANTHAIYA : I propose to discuss with the Members of the Railway Board as soon as I find time after this general discussion on the Railways is over. I think, I will be able to prune the establishment of the Board to the necessary minimum level. I hope you will not ask me to disclose straightway what steps I am taking because in a democracy, you have to consult many authorities in the Government of India before the actual economy in personnel is effected.

As you know, the Indian Administration suffers from one lacuna. It may be *Swaraj*. But literally it is *Sifarish raj*. As soon as I try to remove one or the other officer, he will start a campaign with all the relatives of Members of Parliament and various persons in authority not to retrench him. This is a major difficulty in the way of effecting economy in personnel. But since you have created necessary atmosphere, I have no doubt whatsoever that I may succeed in effecting great reduction in the establishment of the Railway Board and I propose to do so.

I will deal with some of the minor problems also. Several Members belonging to the Scheduled Castes and Scheduled Tribes urged that proper representation should be given to the candidates of these communities in the railway services. I was very unhappy to know that the percentage guaranteed to them has not been fulfilled even though so many years have passed. Happily for me, I came here from the Ministry of Social Welfare. Within the course of about 6 months I appointed several Scheduled Caste persons to several posts and wherever it was a case that Scheduled Caste persons of requisite qualifications were not available, I have passed orders that it is given to the best among the Scheduled Castes candidates. In the Railway administration, I am hopeful that hon. Members will give me support and encouragement to follow this policy. I follow the oath which I have promised to uphold under the Constitution. It is not a procedural formality. The Constitution guarantees certain things to the Scheduled Castes and Scheduled Tribes. I take it in that spirit. I hope I will be able to see that the representation of the Scheduled Castes and Schedulad Tribes in the Railways goes up appreciably high.

So far as local candidates are concerned, I am in agreement with the idea which has been expressed. There is no use bringing

[Shri Hanumonthaiya]

in a clerk or gangman from 1,000 or 2,000 miles away. I admit, local people should be given encouragement.

I said in some other connection that for several decades—maybe, even a century and odd—, the whole administration of India was based upon the three Presidency towns that is, Bombay, Calcutta and Madras. That was the pattern followed by the British in the days of the British administration. Every office was concentrated in those cities.

The Railway Service Commisson is now located in Madras, Bombay and Calcutta Now I am thinking whether it is possible to shift some of them to lesser represented areas. I don't know how far this is practicable, but this is my feeling.

The urban population in these three great cities have great employment opportunities. Therefore it is but right that we must give equal opportunities to all. This is one of our Fundamental Rights Thereby, I hope I will be able to relieve the population pressure in these three great cities and also rectify the regional and local imbalances of the last so many years.

One hon. Member said, let there be at least one Scheduled Caste man in the Railway Service Commission. I may inform the House that the Chairman of the Bombay Railway Service Commission is a Harijan. Hereafter, whenever appointments are made to these three or four public service commissions, I would see that there is at least one chairman, not merely a member, but at least one chairman, so that he may really help the Scheduled Castes and Scheduled Tribes to get proper representation.

श्री इसहाक सम्भली : रेलवे मंत्री भी हरिजन होना चाहिए ।

SHRI HANUMANTHAIYA : I am prepared to make way for my hon. friend, provided he would come over to our party.

SHRI JYOTIRMOY BASU : They are already with his party.

श्री राम धन : जो रेलवे बोर्ड का सर्कुलर है शिड्यूल्ड कास्ट एण्ड शिड्यूल्ड ट्राइब्स के लिए उसके बारे में आप क्या जवाब दे रहे हैं ?

SHRI HANUMANTHAIYA : I shall give a reply to that also, which will make him happy. Recently, I have given instructions that the circular must be adhered to strictly, and any hon. Member can bring to my notice any instance where that circular is violated by any of our officers, and I shall strictly enforce it.

AN HON. MEMBER : What about the board ?

SHRI HANUMANTHAIYA : There is already a Chairman in Bombay. As for the Railway Board, there is no Harijan, so far as I could see, in any of the top classes, such as zonal managers or the members of the Railway Board etc. I think we have to wait for sometime before these ambitions are fulfilled.

My hon. friend Shri Mr. Kalyanasundaram has made some very good suggestions. But he sprung a surprise on me as it were by the ignorance that he displayed. Several other hon. Members also have commented upon my statement about wire-cutting and constant interruption of services. Shri R.N. Sharma has asked why the interruption should be for as long as four or four and a half hours. Shri M. Kalyanasundaram doubts the whole thing and wonders how anyone can go near a wire with 20,000 to 25,000 volts tension and steal it. I may first explain thet the restoration of overhead electric traction wires, after a portion has been cut, requires the following action, namely (i) location of fault, (ii) moving the power repair wagon to the site and, (iii) the time taken for actual repair work. The location of fault itself takes a good deal of time, as the remote control system pinpointing the interrupted section does not often work due to the theft of underground telecommunication cables or the theft of batteries and other equipment for the remote-control post. Very often, the men have to proceed to the switch-post to operate the switch manually. The tower wagons are located at points 40 k.m. apart. After the faulty section has heen located, the tower wagon along with the repairing crew and materials has to be taken to the site by an engine. The men thereafter have to locate

the exact fault and carry out the repairs. All this takes time. As I mentioned in my budget speech, most of this takes place during the night. Hon. Members can imagine the plight of the crew working under such difficult conditions at night. They have also to guard themselves against possible attack by the criminals. Considering all the circumstances, it is not surprising that this much of time is required.

Regarding Shri Kalyanasundaram's doubt's, I can take him to the area so that he can see for himself how these thefts are taking place and the havoc they cause to railway operation. He will see how the persons engaged in these nefarious activities know all about the tricks of the trade and the precautions that should be taken in handling high voltage equipment. They are adequately protected with rubber gloves, shoes and other equipment. A popular method of cutting high voltage wire seems to be to short circuit the wire by throwing a chain tied to the end of a rope or just throwing a wet rope with a stone tied at one end, the other end of the rope being held to the rail. There are two wires and then they are shortcircuited by the chain or wet rope. They become dead. Thereafter, the wires can be safetly cut by hacksaw blades mounted at the end of long wooden poles. It is clear that the miscreants indulging in these thefts have acquired all the necessary skill and experience necessary for carrying on these criminal activities in record time.

In the morning, when I made a statement on train robberies, some hon. members asked me whether any compensation would be given to people who lose their luggage or lives. Under section 75 of the Indian Railways Act, the railways are not responsible for loss of luggage belonging to passengers unless it has been booked—I am stating the legal position. If the booked luggage is carried under the charge of the guard, the railways are liable as common carriers in the same way as other goods and parcels, but if the booked luggage is carried by the passenger in his charge, the railways are liable only if the loss was due to negligence or misconduct on the part of the railway administration. In view of this position, the railways who have no knowledge of the volume and contents of the luggage which has not been booked and which is in the custody of the passenger himself are not liable if the luggage is looted in the train. In case of loss to a person or property resulting from an accident to a person in the train, the railways are liable to pay compensation under section 82-A of the Indian Railways Act, irrespective of the cause of the accident. The amount of compensation paid for death or injury to persons is governed by a schedule and the amount of compensation for loss of luggage is determined on the basis of evidence tendered. This amount is determined by the Ad Hoc Claims Commissioner, which is a separate organisation, in the case of major accidents and the ex-officio Claims Commissioner in the case of other accidents. If a passenger is killed or injured by criminals in train, the railways are not liable. In fact, at no place is Government liable to compensate for the acts of dacoits and criminals.

SHRI K. N. TIWARY (Bettiah) . There was call attention this morning. Our names were there. We raised this question about dacoities in train and safety in travel. I had tabled a short notice question also. The hon. Speaker directed the Minister to reply to that now. Perhaps he is replying to that question.

The whole difficulty is this. If the goods are booked, the railway is responsible ; if the railway carries the goods, they are responsible ; but if the railways carry the passengers, they are not responsible for the safety of the passengers or property with them. That might be the law of many years ago during British rule, when travel was not as unsafe to life and property as it is today.

There was a high power Commission on railways. They spent thousands of repees on it. They are not taking their report into consideration. That Commission recommend—I was a member of it—that the RPF should be empowered to take action and to see to the safety of life and property of the travelling passengers.

So, in the changed circumstances, the railway must take the burden on itself.

SHRI HANUMANTHAIYA : So far as my hon. friend is concerned, I share his anxiety. I am not discounting what he says. I am only stating the legal position. If the hon. House is of the opinion that the law must be changed, it will be changed by a majority. Whether we should do so or not is a question that we have to think over.

SHRI K. N. TIWARY : This is a very callous reply from the Minister. Two married girls were travelling by that train and they were taken away with other belongings of passengers.

MR. DEPUTY-SPEAKER : Not another speech now. He has stated the position. You may not be satisfied with it, but that does not mean there should be a debate.

SHRI K. N. TIWARY : Don't you think it is a serious matter ?

SHRI JYOTIRMOY BOSU : It is a very serious matter and the Railway Minister cannot be allowed to evade the issue as he is trying so much to.

SHRI HANUMANTHAIYA : I am very happy that my Marxist friend is supporting Tiwaryji.

During the course of the discussion, my hon. friend Shri Abdul Kadar Saheb mentioned that the temperature inside the coaches is higher.

SHRI K. N. TIWARY : Please excuse me. The matter is very serious.

MR. DEPUTY-SPEAKER : Unless he yields, I cannot do anything.

SHRI JYOTIRMOY BOSU : I know you cannot direct him, but you can request him.

MR. DEPUTY-SPEAKER : It is not the duty of the Chair to direct one Member to yield to another.

SHRI K. N. TIWARY : The whole difficulty is that it is very unsafe to travel in trains in Bihar, and he is not considering it from the safety point of view.

SHHI HANUMANTHAIYA : That is a relevant point that my hon. friend made. Therefore I have made special efforts to get the situation clarified. All the new coaches have steel bodies and are integrally constructed. To minimise the effect of temperature inside the coaches, the outer surface of the roof of coaches is coated with aluminium paint with a view to reducing absorption of heat. Besides, the coaches are also spread with asbestos on the inside of the roof to provide insulation against heat The question of making further improvement is receiving the attention of the research organisation RDSO. Trials have been carried out with fibre glass to replace asbestos as the insulating material. Depending upon the successful completion of the trials, the possibility of providing insulation on the sides of the coaches also upto the window level besides the roof will be considered to see whether further reduction in the temperature inside the coach could be effected.

SHRI JYOTIRMOY BOSU : You have got any heat-resisting insulation between the outer surface of the coach and inner surface ?

SHRI HANUMANTHAIYA : This is what I said

I am not able to reply in definite terms to the various demands made by hon. Members regarding new lines. The hon Members would see that the whole governmental effort proceeds on a planned basis. We have got Five Year Plans. Unless provision is made for a particular purpose in the Five Year Plan we are unable to include it in the Budget.

Therefore, I will mention it again, as my friend Dr. V. K. R. V. Rao was not here when I replied to that point. He and many of our Members have convincingly made the point that our Plan provision, so far as the railway investment is concerned, must be increased. Unless we get a substantial amount for this purpose it is impossible to provide even a mile of new railway in the next Plan period. In the Plan, apart from what is required for works in progress I have only just Rs. 15 crores for new railway lines, which is already earmarked for two small ore-carrying lines, one in the north and the other in the south. The amount left is about Rs. 5 crores. *(Interruption)* Therefore, I propose to discuss with the concerned Ministers and also the Planning Commission to provide in the revised Plan—in the re-thinking of the Plan—adequate allotment for this purpose. I am grateful to Dr. Rao and other hon. Members who have lent their weight and support for this cause.

My friend Shri Jyotirmoy Bosu I think he mentioned it in his speech referred to a point in his letter and the telegram handed over to me, that some gangman is dead.

SHRI JYOTIRMOY BOSU : Murdered by the CRP

SHRI HANUMANTHAIYA : But he will be happy to know that I have received the information that though no doubt he was attacked and hurt, he is in the hospital and is progressing well. He is not dead.

SHRI JYOTIRMOY BOSU : I have given you the original telegram, Mr. Hanumanthaiya, so that you know exactly what it is. But you are very cleverly concealing that part as to who had attempted to murder him : it was one of your disciples in the name of the CRP. Of course we are happy that the man is recovering ; one poor gangman.

MR. DEPUTY-SPEAKER : Order, order.

SHRI HANUMANTHAIYA : I beg of the hon. Members to be aware of one insinuation ; certain political parties always make a point to denigrate and decry the RPF, the State police and the security police.

SHRI JYOTIRMOY BOSU : Anti-fascist parties.

SHRI HANUMANTHAIYA : All of us want to restore law and order today. One of his friends, Shri Mohammed Ismail—it was mentioned—sat in the train in Howrah and his suit-case was lost. I have written a letter to him also sympathising with him. They were very much alive to one of their comrades losing his suit-case. I very much wished they had asked me how many people are losing their lives at the hands of those criminals and some of them who are imbued with political motives and activities. Unless these political motives, the unhealthy revolutionary urges, as they say, are put under control, the railways will not be safe ; looting cannot be stopped ; murders of the kind he envisages can never be eliminated. So far as this Government is concerned, we may or may not be able to *hatao garib*, but I assure you that we will *hatao* this kind of political activity generated by a particular party ?

SHRI JYOTIRMOY BOSU : Why don't you name the political pary ? (*Interruption*).

SHRI HANUMANTHAIYA : I am sure the House will approve of it. In the coming months even in the railway administration, we are going to book all these political goondas who are abetting loot, violence and theft. (*Interruptions*).

There are several requests by hon. members for improvement of some railway stations, bath room, water, etc. If I am not able to deal with all those points on the floor of this House, let them not think that I have not taken notice of them. I am most anxious to comply with every request of that kind. The Speaker, Deputy-Speaker and the presiding authorities have made it clear about these individual requests, you can write to me or come to my office. Then and there, I will see that these matters are settled.

About catering, I donot think there was ever a time when catering brought satisfaction to any one. I have been in Parliament for a long time, almost from the very beginning. In the olden days the complaint was that the contractor was not giving quality food at reasonable price because of the profit motive. Therefore, we brought into existence what is called departmental catering. But the corruption, nepotism and inefficiency were there to such a large extent that for many years after its introduction we suffered a loss of several lakhs of rupees. Only recently it has been able to run at a small profit. This ministership I have is just like one the dresses I wear ; it is not a permanent feature of my life. I myself know that departmental catering is bad. As I travel from Bangalore to Delhi in the air-conditioned coach as a Cabinet Minister, I saw how bad the food supplied by the department catering in the G. T. Express was. What I am to do ? If I scrap it what are we to do with those thousands of employees ? Hon member will say, do not throw them on the streets.

Corruption makes its appearance everywhere. As every peasants knows, whenever a seed is sown, weeds also comes in. We have to see how to get rid of it. I do not want to abolish departmental catering system. At the same time, I want to improve it. In fact, fifteen days ago I had a conference and we have taken decision on several matters which will effect some improvement in the situation. While I do not think it will bring satisfaction to every customer, we shall make an effort.

[Shri Hanumanthaiya]

Here I may tell you one secret. One or two of my friends in Parliament suggested that instead of departmental catering there should be catering by co-operative societies. I have readily agreed to this provided they give an assurance that they will personally see to the satisfactory condition of the quality and price of foodstuffs. I have already given two contracts to co-operatives on that basis. If hon. Members want to serve the nation in a truly patriotic spirit they may come forward with suggestions for catering in the co-operative sector in any areas they like. I will give them such contracts provided they take personal responsibility for satisfactory catering. This is one of the things I want to pursue.

Many hon. Members have referred to late running of trains. It is impossible to improve the situation in the eastern region just at present with the present number of alarm chain pulling. deteriorating law and order situation, looting and stealing. But there is no such excuse for late running of trains in other zones like southern and western zones. I have already instructed my officers to watch the movement of trains every day and see the progress. Here I concede that the members of the Railway Board should take responsibility. I propose to hold the member in charge personally responsible if there is late running of trains and if they do not bring railway punctuality to certain standards I will have no hesitation in making a recommendation against them to the Appointments Committee of the Cabinet This is not usually said but I am saying it because I am very particular about the punctuality of trains than the security of tenure of any member of the Railway Board. I want to pursue the matter in that spirit. The General Managers and Operating Superintendents in whose area the trains run late without extraneous factors coming in will not be recommended for promotion.

I have taken more than an hour and a quarter and will conclude by referring to just one point. I do not know whether Shri Birendra Singh Rao is present here

SHRI BIRENDRA SINGH RAO : I am here.

SHRI HANUMANTHAIYA : I thank you for showing me this courtesy by being present I admire his courage. The name given to him. Birendra, truly applies to him At the same time, I will say that I do not know whether his parents were completely justified in giving him that name. While I do not want to refer to other points, I would like to deal with one point.

Take, for example, one talking point It has now become a talking point that Lal Bahadur Shastriji could not stand an accident and resigned. Everybody quotes it every day almost. But I want you to think over it calmly. Have accidents stopped on that account ? It may be that at a particular time he felt mental anguish and resigned. It might be that he has established a reputation for himself for honesty and selflessness. But has it led to the solution of the problem itself ? To create a talking point is easy ; to create a permanent solution of the problem is more difficult.

My hon. friend. Dr. Rao, who is also a literay man, will verify ; I read a long time back one of the essays by a famous essayist whether in the sentence is :

> "It is easier to die for the country than to live for it."

In the heat of the moment you can go to jail or to the battlefied and get killed within a minute. But if you want to devote all your time and energy and attention to the service of the country continuously, none of us will be found equal to the task.

Therefore I would appeal to the brave new Member there was the *Brave New World* of Aldous Huxley that he has to see that a talking point does not solve problems, that there is no instant solution to inefficiency and corruption.

So far as his offer to became the IG is concerned, I can only say that he shows a great deal of humility in offering to become a minor official, for a person who deserves to be the Chief Minister or a Central Government Minister at any time. Therefore, I do not want to insult him by accepting his offer. But, at the same time I want Member of his calibre to serve on on the various committees that the railways form and give direction and drive to our effort.

17 47 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, June 2 1971/Jyaistha 12, 1893 (Saka).

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